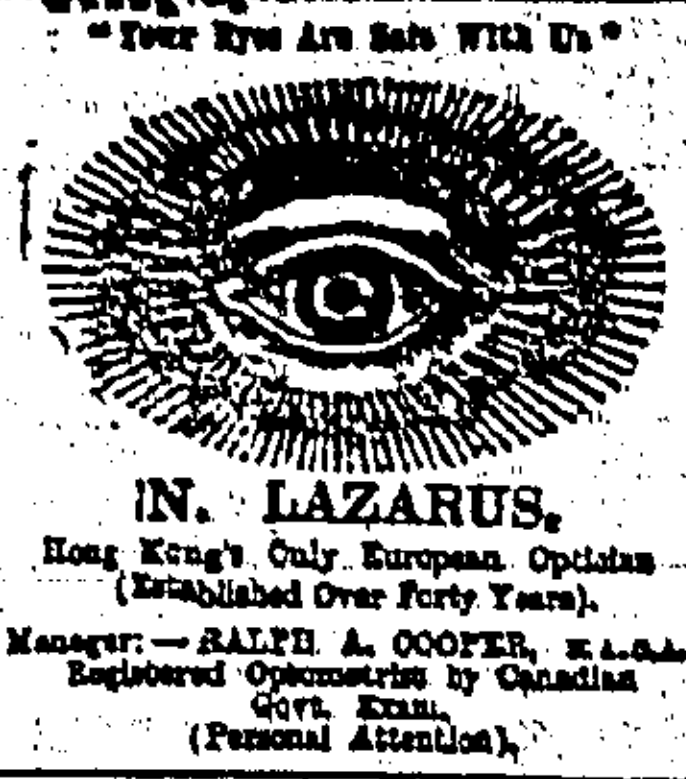


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No. 22,103 號參零百壹廿式萬第 日肆拾月肆年己己 HONG KONG, WEDNESDAY, MAY 22, 1929. 參拜禮 日式廿月伍年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.40	8.06	8.30	9.15	10.00	10.10	1.15	2.31	3.50	4.50	5.40	7.35	8.49	9.25	10.06	10.15	1.20	2.36	3.55	4.55	5.45	7.40	8.54	9.30
Yau Ma Tei Dep.	6.49	8.15	8.39	9.24	10.09	10.19	1.24	2.40	3.59	4.59	5.49	7.44	8.58	9.34	10.15	10.24	1.29	2.45	4.04	5.04	5.54	7.49	9.03	9.39
Shatin Dep.	7.01	8.27	8.51	9.36	10.21	10.31	1.36	2.52	4.11	5.11	6.01	7.56	9.10	9.46	10.27	10.36	1.41	2.57	4.16	5.16	6.06	8.01	9.15	9.51
Tai Po Dep.	7.15	8.41	9.05	9.50	10.35	10.45	1.50	3.06	4.25	5.25	6.15	8.10	9.24	10.00	10.41	10.50	1.55	3.11	4.30	5.30	6.20	8.15	9.29	10.05
Market Dep.	7.20	8.46	9.10	9.55	10.40	10.50	1.55	3.11	4.30	5.30	6.20	8.15	9.29	10.05	10.46	10.55	2.00	3.16	4.35	5.35	6.25	8.20	9.34	10.10
Fanning Dep.	7.30	8.56	9.20	10.05	10.50	11.00	2.00	3.16	4.35	5.35	6.25	8.20	9.34	10.10	10.51	11.00	2.05	3.21	4.40	5.40	6.30	8.25	9.39	10.15
Shau-chun Dep.	7.35	9.01	9.25	10.10	10.55	11.05	2.10	3.26	4.45	5.45	6.35	8.30	9.44	10.20	11.01	11.10	2.15	3.31	4.50	5.50	6.40	8.35	9.49	10.25
Shau-chun Arr.	7.41	9.07	9.31	10.16	11.01	11.11	2.16	3.32	4.51	5.51	6.41	8.36	9.50	10.26	11.07	11.16	2.21	3.37	4.56	5.56	6.46	8.41	9.55	10.31
Canton Arr.	7.48	9.14	9.38	10.23	11.08	11.18	2.23	3.39	4.58	5.58	6.48	8.43	9.57	10.33	11.14	11.23	2.28	3.44	5.03	6.03	6.53	8.48	10.02	10.38

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	7.10	8.36	9.00	9.45	10.30	10.40	1.45	3.01	4.20	5.20	6.10	8.05	9.19	9.55	10.36	10.45	1.50	3.06	4.25	5.25	6.15	8.10	9.24	10.00
Shumshun Dep.	7.17	8.43	9.07	9.52	10.37	10.47	1.52	3.08	4.27	5.27	6.17	8.12	9.26	10.02	10.43	10.52	1.57	3.13	4.32	5.32	6.22	8.17	9.31	10.07
Shumshun Arr.	7.25	8.51	9.15	10.00	10.45	10.55	2.00	3.16	4.35	5.35	6.25	8.20	9.34	10.10	10.51	11.00	2.05	3.21	4.40	5.40	6.30	8.25	9.39	10.15
Fanning Dep.	7.30	8.56	9.20	10.05	10.50	11.00	2.00	3.16	4.35	5.35	6.25	8.20	9.34	10.10	10.51	11.00	2.05	3.21	4.40	5.40	6.30	8.25	9.39	10.15
Tai Po Dep.	7.40	9.06	9.30	10.15	11.00	11.10	2.10	3.26	4.45	5.45	6.35	8.30	9.44	10.20	11.01	11.10	2.15	3.31	4.50	5.50	6.40	8.35	9.49	10.25
Market Dep.	7.44	9.10	9.34	10.19	11.04	11.14	2.14	3.30	4.49	5.49	6.39	8.34	9.48	10.24	11.05	11.14	2.19	3.35	4.54	5.54	6.44	8.39	9.53	10.29
Shatin Dep.	7.59	9.25	9.49	10.34	11.19	11.29	2.29	3.45	5.04	6.04	6.54	8.49	10.03	10.39	11.20	11.29	2.34	3.50	5.09	6.09	6.59	8.54	10.08	10.44
Yau Ma Tei Dep.	8.11	9.37	10.01	10.46	11.31	11.41	2.41	3.57	5.16	6.16	7.06	9.01	10.15	10.51	11.32	11.41	2.46	4.02	5.21	6.21	7.11	9.06	10.20	10.56
Kowloon Arr.	8.17	9.43	10.07	10.52	11.37	11.47	2.47	4.03	5.22	6.22	7.12	9.07	10.21	10.57	11.38	11.47	2.52	4.08	5.27	6.27	7.17	9.12	10.26	11.02

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Diary of Coming Events.

To-day.

(May 22)

H.K. Tug and Lighter Co., Ltd.:
5th ordinary yearly meeting, St.
George's Building, 12.15 p.m.

H.K. Tug and Lighter Co., Ltd.:
Extraordinary general meeting, St.
George's Building, 12.30 p.m.

China Coast Officer's Guild:
Ordinary general meeting, Guild
Office, 5 p.m.

Victoria Recreation Club, Annual
general meeting, V.R.C., 6 p.m.

English Comedy Co.: "The Best
People," Theatre Royal, 9.15 p.m.

Queen's Theatre: "The Port of
Missing Girls."

World Theatre: "The Awful
Truth" (at 5.15 and 9.30) other
houses, Chinese picture "The Girl
General."

Star Theatre: "Ramshackle
House."

Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel,
8.30 p.m.

Canton Insurance Office Limited:
45th Ordinary general meeting,
Jardine, Matheson's Board Room,
noon.

Wah Yan College: Prize giving,
5.15 p.m.

English Comedy Co.: "The
Ringer," Theatre Royal, 9.15 p.m.

Queen's Theatre: "When a Man
Loves."

World Theatre: "Body and Soul"
(at 5.15 and 9.30) other houses
Chinese picture "The Girl General."

Star Theatre: "Another Scandal."

Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.

European Mails: Inward:
Europe via Suva (Rajputana).

Friday.
(May 24)

Empire Day.
Christian Fellowship Meeting:
Helena May Institute, 10.30 a.m.

Union Insurance Co. of Canton,
Ltd., 56th Ordinary yearly meeting,
China Building, 11 a.m.

China Fire Insurance Co., Ltd.,
60th Ordinary yearly meeting,
Union Building, 11.15 a.m.

British Trader's Insurance Co.,
Ltd., 52nd Ordinary yearly meet-
ing, Union Building, 11.30 a.m.

English Comedy Co.: "A Cuckoo
in the Nest," Theatre Royal, 9.15
p.m.

Queen's Theatre: "When a Man
Loves."

World Theatre: "Body and Soul"
(at 5.15 and 9.30) other houses
Chinese picture "The Girl General."

Star Theatre: "Another Scandal."

Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel,
8.30 p.m.

European Mails: Outward:
Europe via Siberia (Rajputana),
8.30 a.m.

Saturday.
(May 25)

Lawn Bowls: Division I: Kow-
loon Bowling Green v. Civil Ser-
vice, Craignewer v. Police,
Recreation v. Kowloon Dock, Tai-
koo v. Kowloon O.C. Division II:
Civil Service v. Craignewer,
Yacht Club v. Kowloon Bowling
Green, Kowloon O.C. v. Recreation

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ROAD ACCIDENTS INCREASING.

LONDON'S HIGH FIGURES.

The number of motor accidents in Great Britain is shown in the Home Office return of "street accidents caused by vehicles and horses" to be steadily increasing. The numbers of accidents, of persons killed, and of persons injured have all increased. In Great Britain the total of accidents to mechanically propelled vehicles has risen from 103,353 in 1927 to 117,904 last year. In this number, 49,208 were accidents to motor-cars and taxicabs, 37,450 to motor-cycles, 8,340 to omnibuses and coaches, and 6,018 to electric trams and trolley omnibuses.

The number killed in these accidents was 5,490, or 770 more than in the previous year. Those injured made a total of 133,431, an increase of 14,990. For every class of mechanically-driven vehicle the total of accidents has grown. The smallest increase is in accidents to motor-cycle combinations, which have risen by only 25 in the year. Accidents to private cars and taxicabs are up by 6,018; to motor-cycles by 2,380; to motor-cycles with pillion passengers by 1,374; and to motor-omnibuses by 638. Accidents to horse-drawn vehicles have actually declined in the year from 4,922 to 4,723, and the total casualties caused by them have fallen from 5,343 to 5,174, though the number killed is higher by 27.

The proportion of motoring and tramway accidents in England and Wales is much bigger than that in Scotland. The total of such accidents in England and Wales last year was 107,236, of which 4,796 were fatal and 4,897 persons were killed. The injured numbered 191,492. Examined according to police districts, the Metropolitan area shows the biggest total of accidents of all kinds—50,453, with 1,223 persons killed and 54,481 injured. In relation to the size of the population London's rate of accidents was above that of Manchester (2,946), Sheffield (1,768), Leeds (1,409), Birmingham (3,931), and Liverpool (4,066). No police district except the Scilly Isles, where there are no motor-cars, was without accidents throughout the year, but the few areas which had no fatal accident include Hartlepool, Margate, Rochester, Ashton-under-Lyne, Boston, and Newark.

Accidents in Scotland were many fewer. The total of 10,758 caused by mechanically-driven vehicles, included only 568 fatal accidents. Of the total, 3,977 were accidents to motor-cars and taxicabs; 2,297 to motor-cycles; 1,423 to motor-omnibuses and coaches; and 1,281 to electric trams and trolley omnibuses. Persons killed numbered 592 and 11,089 were injured. Glasgow had 4,089 accidents of all sorts, a much higher rate in relation to population than Edinburgh, which had only 1,000. In the whole of Scotland there were only 601 accidents to horse-driven vehicles and in them 96 people were killed and 394 injured.

Out of a total of 9,300 drivers employed by the L.G.O.C. in 1928, 5,320, or 57 per cent., received awards in connection with the London Safety First Council Freedom from Accidents Competition for that year. The presentation of these awards was made by the Lord Mayor at the Mansion House, recently.

FORD'S INVASION OF FRANCE.

The Ford Motors Co. of France has announced that it is increasing its capital stock by a considerable amount and plans an immediate programme of expansion.

The increased capitalisation scheme involves the sale of 22,000 additional shares in the company, a subsidiary of the Ford Motors organisation of the United States, at 100 francs each.

Paris dispatches outlining the company's expansion programme indicated that a majority of the new shares are expected to be taken up by French buyers.

MOTOR NOTES

NOISY MOTOR CYCLES.

HOW TO REDUCE NOISE IN TOWNS.

NOVEL SUGGESTION.

So many attempts have been made to reduce the noise of motor cycles that it might well be imagined that the problem had been attacked from every angle. But there is yet another way in which a solution may be sought. The suggestion is that all motor cycles should be fitted with a device that provides a means of reducing the exhaust noise for town riding, in other words, a "cut-in" restricting the exhaust outlet.

When a motor cycle is being driven on a small throttle opening, as is the case in towns and villages, there is not the slightest objection to the back pressure of the silencer being high. Therefore, an extremely efficient device can be employed without fear of the engine being affected. It is only when large throttle openings are being used that small back pressure is essential, so the suggestion is quite practicable.

As the law stands, the use of silencer cut-outs of any type are illegal. Although the suggestion is that "cut-ins"—reversing the usual order—should be permitted on our present day motor cycles to render them more silent in towns and villages, fresh legislation would be necessary to achieve this object.

The contention, it should be emphasised, is that motor cycles, even with the cut-in out of operation, should be as silent as they are today. The suggested fitting would be an addition, easy to apply to existing silencers.

Unless some scheme is adopted there appears little hope of the problem being solved, at all events until multi-cylinder engines replace the type at present in use.

The suggested arrangement is not, however, without its objections. In the first place, opinions would differ as to when and where the cut-out should be used.

Secondly, it would be difficult for the police to prove whether or no the cut-out was in operation. Nevertheless, the suggestion is ingenious and worthy of careful consideration by the authorities as a means of silencing motor cycles in a practical manner.—*Motor Cycle*

THE MOTORIST VOTER AND THE GOVERNMENT.

The explanation given by unofficial Tories of the defeat at Eddisbury is that the motorists have turned and have given plain warning to the Government, that Mr. Churchill's "blind and provocative reply"—to use their own words—to the important motor industry deputation last month and the present attitude of the Government about motor taxation will not do. Their theory is that there are more motorists who are Conservative than motorists who are Liberal, and even with their bookmaker allies the Labour party have many fewer motorists.

There has been great activity in the motor-car trade, particularly by motor agents, to combat the injustice of the present burden of taxation on motor transport, and it is said that many Conservative motorists, disgusted with the Chancellor of the Exchequer and fearing his Budget, are putting on the screw by refraining from voting in the by-elections.

The Automobile Association, which is, of course, a non-party organisation, has issued a letter to all members of Parliament asking for support in its efforts to secure remission of taxation, coupled with the adoption of a new policy in road development. The Motor Agents' Association are sending out posters to be displayed at all by-elections calling on people to do everything "to remedy this grave injustice in the coming Budget." A questionnaire on the subject will be put before all candidates. Already, it is said, the Labour party have given instructions to hold off answering until headquarters have drafted a useful reply.

Of course, the Motor Agents' Association's intervention cannot be carried on into general election times. There is no doubt, however, that the Tories have been gravely disturbed by Mr. Churchill's heavy snubbing of their claims. "We never expected it from a Tory Chancellor. If we are to expect nothing from the Tories, we shall have to try and make terms elsewhere." That is the view among many men who always voted for the Conservative party, and in a very short time the Tory party authorities will be anxiously awake to the danger.

DRAMATIC MOVE BY FORD.

GREAT NEW WORKS IN TURKEY.

A "FREE ZONE."

The first round in the international battle for the motor-car and airplane markets of the eastern hemisphere has been won by Mr. Henry Ford.

The Turkish Government have given to him and his organisation a free zone within the limits of the port of Constantinople for the construction of a factory to build or assemble motor-cars, tractors and, most important of all, aircraft.

By the terms of the concession all machinery and plant are to be exempted from the payment of all duties and taxes.

The Turkish Government will allow the free import of material for the factory, only claiming the normal customs duties and taxes on the manufactured goods introduced into Turkey from the free zone.

The Government will in addition pay to the factory a bonus of £6 on every motor-car, tractor, and airplane imported into Turkey from the free zone.

Tophane has been selected as the site of the free zone, and the concession is for a period of twenty-five years.

Turkish labour is to be employed to the extent of 50 to 80 per cent, and the daily output of cars will start at fifty and subsequently reach nearly two hundred.

The Ford Company have decided to transfer their large works at Trieste to Constantinople, which will thus become the great distributing centre for Italy, Russia, Greece, the Balkans, and Egypt, as well as other countries in Asia and Africa.

Mr. Ford's latest action is more than a mere commercial move. It is a signal triumph for American diplomacy. The Turkish army gave him a push and he dropped off in the road, receiving hip injuries. The car was later found abandoned.

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MILE A MINUTE ON A FOOTBOARD.

POLICEMAN'S ATTEMPT TO ARREST A SUSPECT.

Remarkable disclosures of a policeman's attempt to arrest a young man in a motor-car which travelled at times at a speed of sixty miles an hour, were made at Liverpool Police Court, when Leonard Morris, aged twenty-two, of no fixed home, was remanded on a charge of stealing a motor-car worth £350.

It was alleged that Morris took the car from outside a city office and drove towards Aintree boundary. He stopped when signalled by a policeman, but as the policeman was taking particulars Morris accelerated and drove off with the policeman hanging on the running board.

Sixty Miles an Hour.

He reached a speed of sixty miles an hour through a busy main road and zigzagged in an effort to shake the policeman off. He also tried to crash him against oncoming vehicles.

A young woman in the car became frightened, and threatened to throw herself out, and Morris slowed down while she jumped off. This gave the policeman an opportunity to lean through the window, grasp the steering wheel, and try to shut the throttle, but Morris quickly accelerated again, and touched sixty miles an hour.

The car was passing over a rough road three miles from where the policeman boarded it, when Morris gave him a push and he dropped off in the road, receiving hip injuries. The car was later found abandoned.

BRITISH PETROL PRICES.

The petrol combines could not have struck a harder blow at British industry than they have done by their latest price increase. Coming at the beginning of the motoring season, it will have a disastrous effect on the motor trade and all its allied trades. Motorists must have thought that Mr. Winston Churchill's Budget joke last year was the climax of their troubles. This needless and unreasonable increase in petrol prices is, it is thought, the last word.

Not only have many people at home decided to postpone the purchase of new cars, but they have also determined not to use their present car until petrol prices are brought down to a reasonable level.

While nobody expects the petrol combines to express widespread grief over the loss of orders, it is thought that thousands of car owners will make similar decisions, and the cumulative effect on industry will be enormous.

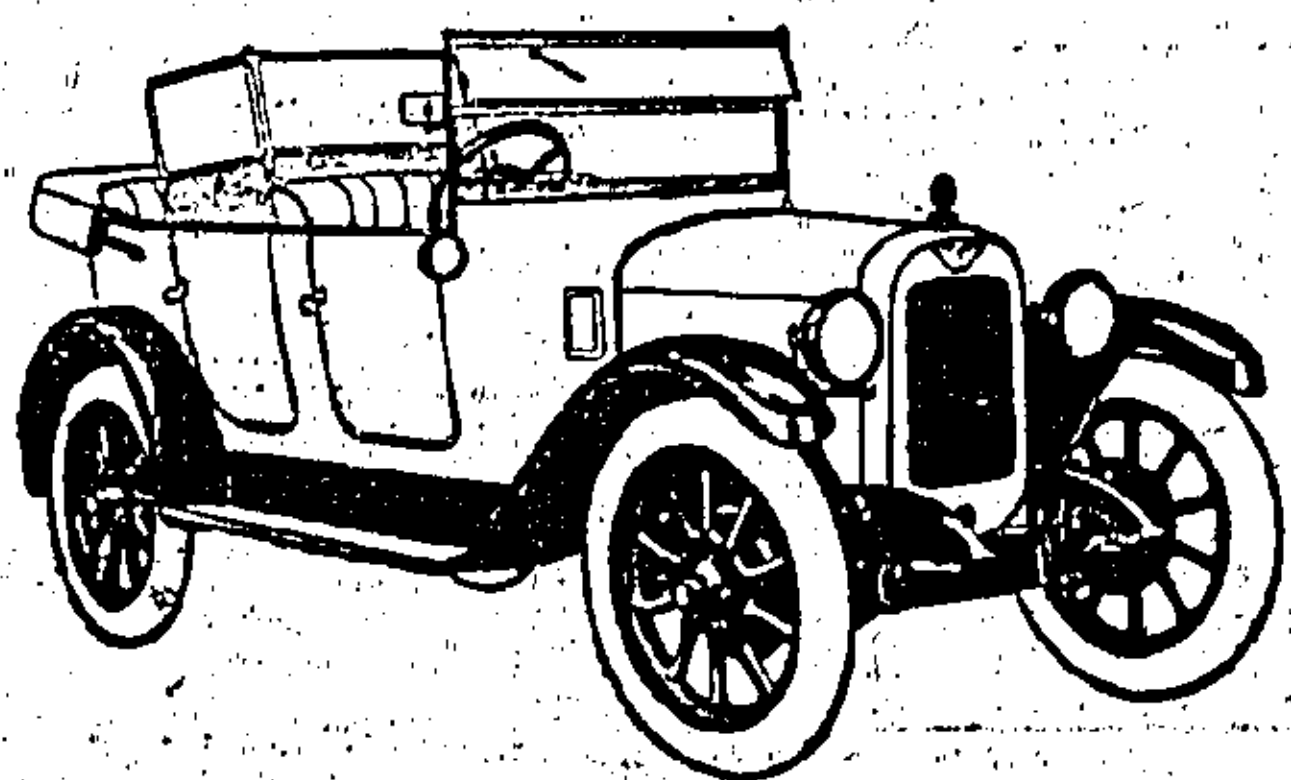
NAVAL OFFICER CENSURED.

A verdict that the death of Thomas Kelly, aged 71, an ex-soldier, was caused by the negligent driving of a motor-car by Lieut. Commander Rowley Kennedy, R.N. (retired), of The Beacon, Farncombe, near Godalming, was returned at an inquest at Farnham recently. The car did not stop.

The jury said they did not find criminal negligence, but they considered that Commander Kennedy should be severely censured for his manner of driving.

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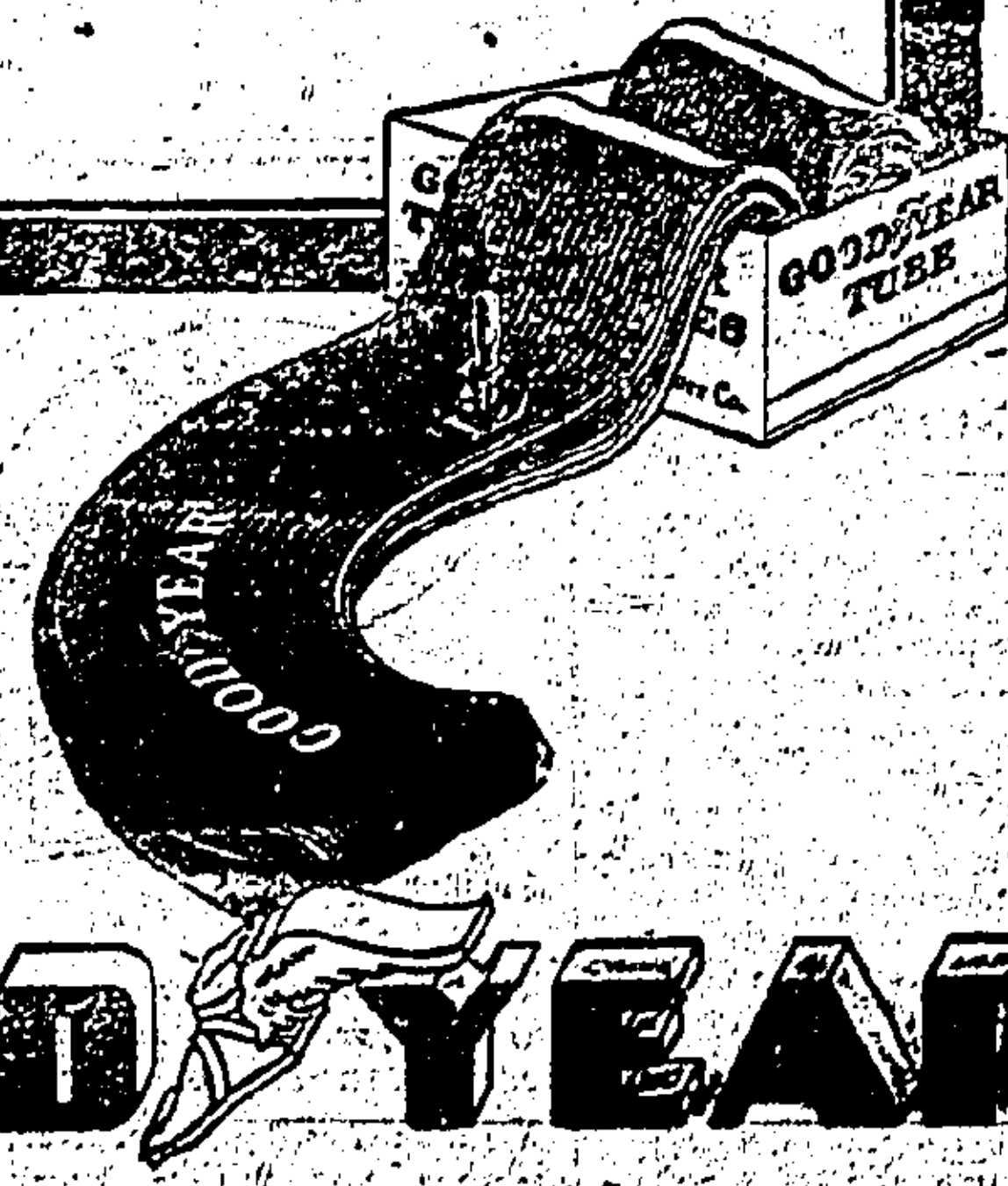
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[A.72.]

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MOTOR NOTES.

U.S. AUTOMOBILE ALLIANCE.

STUDEBAKER AND PIERCE-ARROW COMBINE.

Formation of the Studebaker Pierce-Arrow Export Corporation is announced by A. R. Erskine, President of the Studebaker Corporation and chairman of the board of the Pierce-Arrow Motor Car Company. The new corporation will conduct affairs and direct the sales of Studebaker and Erskine passenger and commercial cars and Pierce-Arrow automobiles in the overseas markets.

This combination brings together two of the oldest firms in American industry, with histories ante-dating the automobile era. Both Studebaker and Pierce-Arrow are pioneers in the manufacture of automobiles, building their first cars in the early years of the twentieth century.

Officers of the Studebaker Pierce-Arrow Export Corporation are: P. G. Hoffman, Chairman of the Board; H. S. Welch, President; J. L. Overlock, Vice-President; H. E. Dalton, Secretary; E. L. Lalumier, Treasurer. Because of their experience these men are admirably suited for the positions they occupy.

The Two Plants.

Of the two companies, Studebaker is the larger, having actual assets of \$105,000,000, and manufacturing plants at South Bend, Indiana, Detroit, Michigan and Walkerville, Ontario, Canada. The major portion of Studebaker manufacturing is done at South Bend, where factories cover 125 acres, containing more than six million square feet of floor space. In addition an 800 acre proving ground is owned by Studebaker, where cars are rigorously tested.

Pierce-Arrow plants are located at Buffalo, New York, its factories covering 45 acres with more than a million and a half square feet of floor space. Pierce-Arrow's growth dates back to 1901 when it introduced its first petrol-propelled car. In 1904 the company announced a four-cylinder automobile, which was followed two years later by the introduction of a six-cylinder model. The immediate success of these models resulted in the formation of the Pierce-Arrow Motor Car Company in 1906. An even greater era of success followed and in 1916 the various holdings of the company were consolidated under a new corporation carrying the same name.

Headquarters of the Studebaker Pierce-Arrow Export Corporation will be maintained in the Studebaker administration building in South Bend. No major changes will be made in the policies heretofore followed by the Studebaker export corporation, but expansions will be made in the various divisions.

The new alliance between the two companies strengthens the dominant positions each has held in the industry. It covers the entire motor market, and opens new possibilities for both Studebaker and Pierce-Arrow dealers.

Building plans are already under way at the South Bend works that will give additional space and make possible even quicker shipments to overseas markets. Special attention has been and will continue to be paid to facilities for any specific boxing requirements of individual markets.

New Administrative Arrangements. One of the first steps toward placing the expanded organization of the new corporation into effect is the naming of regional managers. These men will be in charge of large territorial divisions. They have been carefully selected on a basis of experience and ability to represent the new organization in a proper manner. These men have had years of experience with Studebaker and have personal acquaintance with the dealers and distributors they will assist.

Experienced service representatives will be stationed in the different territories in the world. A closer relationship will be established between men in actual charge of service stations all over the world and the factory.

The production department will be kept familiar with the particular requirements of each territory in the export markets. A complete line of open-car models built specially for export territories where open cars are largely in demand is being released immediately.

Organization of this new corporation comes at a time when the export business of both manufacturers is at a high mark. During 1928, Studebaker sales in overseas markets were 41 per cent. greater than for the year 1927. Because of the great success met by Pierce-Arrow in the United States, it is expected that export sales will mount rapidly.

A CENTURY AGO.

TROUBLE FROM SPEEDERS IN OLDEN DAYS.

There were traffic troubles and tolls and joy riders one hundred years ago when the motor-car and bicycle belonged to the far future, and the "Iron Horse" and train were gazed upon in curiosity, says the *American Motorist*, official publication of the American Automobile Association.

The A.A.A. magazine states that newspapers of a century ago were filled with stories of traffic mishaps and careless drivers of stages. "Back in the days when great, great, grandfathers rode the authorities took serious counsel of such things as speedsters, road boys, joy riders, drunken drivers—and of how 'females' were enticed from their homes by the lure of the stage coach and how pedestrians on the sidewalks were too frequently injured by recklessly driven wheelbarrows," continues the journal.

Colleagues and other young men of the present era of jazz and speed, not infrequently are brought into court for fast and reckless driving and are fined or lectured therefor. Just one hundred years ago, according to a journal of that time, the idle and effeminate young men of the larger cities should have followed the example of a speed hound of January, 1829, to wit:

A young gentleman of Cincinnati travelled from Nashville to that city, a distance of 350 miles, in three days and a half! This is a number worthy of the emulation of the thousands of idle dissipated and effeminate young men of our large cities, who pay more for horses and carriage hire than their services to the world will ever be worth."

Another item of 1829 says: "During the past week seventy-five persons were brought before the police of Philadelphia and either committed or fined. Among the number twenty-five were for intoxication; four persons were fined \$2 each for using wheelbarrows on foot pavement; one person was fined \$3 for driving at an immoderate rate, and one fined \$5 with costs, for riding on the foot-way."

DEATH DIVE IN CAR. DRIVER DROWNED.

A saloon motor-car with a man in plus fours as sole occupant plunged into the River Clyde, when it was driven on board the ferry boat which crosses the river to Glasgow. The driver, who was identified later as Mr. Walter McGee, aged twenty-nine, of Hyndland, Glasgow, was drowned.

The ferry boat, was embarking vehicles and passengers at the Renfrew side, and there were already a number of motor-cars on board when a saloon car came down the slipway at such a speed that the driver was unable to pull up. The car smashed through the closed gates at the river end of the boat and immediately sank.

A ferryman, observing what was about to happen, raised the ferry's swing board. This, however, did not prevent the car from going overboard. It is believed that the driver, owing to nervousness, had pressed the accelerator instead of the brake.

Drivers afterwards carried out dragging operations, watched by 2,000 people. The motor-car was eventually located and raised to the surface.

When the motor-car was swung on board the divers' boat Mr. McGee's body was seen lying huddled up in it.

AN INTERESTING RAIL-MOTOR COACH. The Fiat Company of Turin has recently introduced an interesting rail motor-coach equipped with a six-cylinder vertical Diesel engine developing 180 horsepower, which is used to generate electricity and drives the coach through electric motors coupled to the axles.

This self-contained unit is very much more economical than either steam or electricity on lines having comparatively light traffic. There is no costly installation, as in the case of electric traction; the Diesel engine requires only one driver, and there is not a big dead weight of fuel and water.

The coach is nearly 60 feet long over the buffers, it accommodates 58 passengers, has a luggage compartment, a postal compartment, and a lavatory. It can be driven from either end by one man, the controls being similar to those of an ordinary tramcar. The weight in full running order is 44 tons, the maximum speed is 35 miles per hour, and the maximum gradient that can be climbed with a full load is 1 in 25.

Tests carried out under working conditions showed that this new coach can save time and work than a steam train of similar capacity, so that a frequent service can be maintained at a comparatively low cost.

GIRL'S BIRTHDAY CAR CRASH.

SEVEN-YEAR-OLD MOTORIST SUES FOR DAMAGES.

A seventy-three-year-old motorcyclist, Mr. Douglas S. Campbell, of Woodcote Road, Wallington, brought an action before Mr. Justice Horridge and a special jury, in the King's Bench Division against Miss Ida F. Allman, of Smithamdown Road, Coulsdon, from whom he claimed damages for personal injuries received in a collision with Miss Allman's motor-car. The accident, he alleged, was due to Miss Allman's negligent driving.

Car as Present.

Mr. Doughty, K.C., for Mr. Campbell, said that Miss Allman was twenty-one years of age, and was presented with the car on her birthday, a few weeks before.

The accident occurred at the corner of Woodcote Road and Woodmansterne Road, Wallington. Mr. Campbell, on his motor-cycle, was caught by the back of the car.

Mr. Campbell sustained a fracture of the skull, his right collar-bone was broken, and two operations had to be performed. When he returned from hospital his wife was so upset concerning his injuries that she fell downstairs and died shortly afterwards.

Evidence was given by Mr. Campbell, who, when asked if he had given up motor-cycling, said, "I have; most decidedly."

"Mr. Campbell, a man of seventy-three, received a fractured base of the skull, among other injuries, and there is no doubt that he had a 'bad time.' He has made a wonderful recovery, however—it is perfectly marvellous."

Judgment was given for Mr. Campbell for £100 damages, with costs.

SPEED LIMIT OF 35 MILES.

SCHEME OF SCOTLAND YARD.

Scotland-yard suggests that there should be a general speed limit of thirty-five miles an hour for cars, with a limit of twenty miles in specified places.

The suggestion was read to the Transport Commission recently by Mr. Herbert A. Tripp, assistant secretary at Scotland-yard.

"While there were twenty-eight murders in London in 1928," said Mr. Tripp, "1,237 persons met sudden deaths following street accidents. A large proportion of the accidents might have been averted if the conduct of the drivers and pedestrians had been less unregulated and irresponsible."

"It is of the utmost importance that the police should not be asked to enforce any speed limit save with the approval of public opinion. At the same time, the police would wish to see public opinion take notice of the increasing toll of life."

"To abolish the general speed limit altogether would be something of a leap in the dark. In view of the present casualties the moment does not seem opportune."

FORD MOTOR COMPANY.

COST OF PRODUCING THE NEW MODEL.

The report made to the Massachusetts Commissioner of Corporations shows that it cost the Ford Motor Company—which is Henry Ford, his wife, and their son, Edsel—considerably over \$100,000,000 (\$20,000,000) to reorganize its plants for the manufacture of the new model car to replace the famous "Flivver."

The report showed that the profit and loss surplus at the end of 1928 was \$582,629,563 (\$116,536,000), which was \$79,221,498 less than that shown at the end of 1927, which in turn was \$42,794,727 less than the surplus at the end of 1928. It is not believed that the stockholders withdrew any dividends in the past two years, though there is nothing in the statement to show whether or not this is true.

MAN KILLED.

COMPANION SERIOUSLY INJURED.

Orange—When a motor-car overturned near Oberon this afternoon, Edward Murray, a well-known Oberon district resident, was killed, and Raymond Burcher, an Oberon grazier, was severely injured.

Messrs. Murray and Burcher were returning from Mount Druitt, and when approaching a railway crossing the car skidded. The driver was unable to get it under control, and it turned over. Murray was thrown against the bodywork of the car and received injuries to his head. He died almost immediately. Burcher is suffering from concussion and a fractured rib.

Murray, who was 35, is survived by Mrs. Murray and six children.

TRANSMISSION DEVELOPMENTS.

NEW VERSIONS OF OLD IDEAS.

At the present time, while the production departments of the car factories are striving to keep to time with deliveries the experimental staffs are equally busy, their concern being the testing and development of new ideas for 1930.

The gearbox used to-day is nearly 30 years old in essentials, remarks *The Motor*; the free-wheel mechanism is much older, and yet only recently were serious attempts made to combine the two for use on cars. This is one development of first-class importance and many motorists will be trying the combination for the first time during the coming summer season. The idea of using two clutches, one behind the engine and the other behind the gearbox, has also been resuscitated quite recently, and many experiments are now being made with various types of mechanism—frictional, self-engaging and so forth—for the rear-most clutch.

Thirdly, there are the adherents of the epicyclic principle who are using various elaborations, such as self-adjusting bands and electromagnets, to improve a class of mechanism that has been known to engineers for many years. Additionally there are modifications galore to the orthodox gearbox. Several quite promising infinitely variable gears are also being tested.

At the present time the outcome of all these activities is by no means certain, and motorists may safely buy and use new cars without fearing that a sudden discovery may render them obsolete. It is, however, clear that the car manufacturer now concurs with the view which we have so often expressed, namely, that in the modern car, with its universal appeal, a piece of apparatus so difficult to handle as the orthodox transmission is sadly out of place. The line of advance tends obviously to lie in the adaptation of existing and known mechanisms rather than in the production of entirely new systems.

IN MEMORIAM.

Joe didn't listen, look or stop! They dragged his liver to the shop. It only took a week or two To make the car look good as new. But though they hunted high and low They found no extra parts for Joe.

GERMAN MOTOR-CAR INDUSTRY.

INCREASING AMERICAN CONTROL.

The first fruits of the recent acquisition by the great American trust, General Motors, of the controlling interest in the largest German motor manufacturing concern, Opel's, are seen in an announcement, broadcast throughout Germany by means of full-page advertisements in scores of newspapers today, of sweeping reduction in the prices of the already very cheap Opel cars. The range of Opel "4" models, for instance, which formerly sold at prices grading from \$121 10s. to \$167, are reduced to \$107 10s.-160. This is, apparently, the first move in the campaign to open up and capture the small car market. It is reported that the German daughter company of the Chrysler Company, which recently raised its capital, is to enlarge its German works and extend its sales organization. Thus, the third largest American group joins General Motors and Ford in the intensive struggle for the German market.

The *Borsen Courier* recently carried out a statistical investigation into the relative progress made by the German and foreign automobile industry in the German market. It stated that the number of foreign cars imported into or assembled in Germany in 1928 was 25,793, as against 13,778 in 1927, an increase of 89 per cent. The home production in the same period increased only by 5 per cent., from 75,788 to 79,640, the surplus of unsold cars being relatively much larger. These figures do not, of course, allow for the profit accruing to foreign firms holding patents or controlling interests in nominally German concerns, such as Opel's.

THE PETROL RAMP.

In the discussion that has been going on about the latest rise in the price of petrol too little attention has been directed to the fact that the motorcycle is the most economical of all vehicles, says *Motor Cycling*. Actually, the increase does not really mean very much to many of us, whereas the car owner, even if he runs quite a small vehicle, has been badly hit, at any rate if his income is on the small side.

So great, in fact, is the difference in running costs between the car and the motorcycle that the petrol ramp may well have the effect of making many car owners of moderate means take once again to two wheels or three.

CYCLIST'S FORTITUDE.

RODE 60 MILES WITH BROKEN LEG.

A motor cyclist, Alfred Blaker, 20, of Edgely Road, Woolahra, who fell off his machine rode about 60 miles with a broken left leg. Blaker was riding his machine from Goulburn to Sydney, and when near Mittagong the cycle skidded and he fell off. His leg seemed numb, but passers-by helped him to remount and he continued his journey.

Some miles from Liverpool, on the Great Southern road, he collapsed, and the Ambulance conveyed him to the Liverpool Hospital, where it was found that he had sustained a broken leg.

SOME SLEEPER-COACH CONSIDERATIONS.

What are the prospects of the sleeper-coach is a question which is being asked on many sides. At present it is one extremely difficult to answer, says *The Commercial Motor*. Well-designed vehicles are both in use and under construction, whilst at least one service has been discontinued. Also the public in general has not yet had any experience in this form of transport, the numbers of persons who have actually travelled in this manner being comparatively insignificant.

It is somewhat unfortunate that the appearance of the sleeper-coach practically coincided with the provision of third-class sleeping accommodation on the railways. The fares are approximately the same being, perhaps, slightly in favour of the coach, but there can be no comparison between the degrees of comfort afforded. We have utilized both means for night travel and prefer that by road, although we must admit that a light sleeper would have to become accustomed to the noises due to gear changing and the varying notes of the engine, whilst it is essential to lie in the right position, otherwise, when the vehicle passes over any serious road inequalities the effect on the digestive organs is apt to be discomforting.

YOUNG WOMAN KILLED.

Wellington (N.Z.).—A motor-car containing four people crashed into a telegraph pole at the Clock Tower, Christchurch, early on Sunday morning. Miss Maureen Doris Mitchell, 25, was killed, but the others in the car escaped serious injuries.

DYING TAXI DRIVER.

TRAGIC EARLY MORNING INCIDENT IN WHITE HALL.

A dying taxi-driver's presence of mind was an outstanding feature of a tragic incident in Whitehall. George Brind, aged 65, of 27, Silverhall-street, Illeworth, was driving his cab, when opposite the Home Office, he was suddenly seized with illness.

He was able to pull up and call a policeman, who summoned an ambulance. When it arrived oxygen was administered to Brind by the attendant in charge, who took him to Westminster Hospital. It was there found, however, that he was dead.

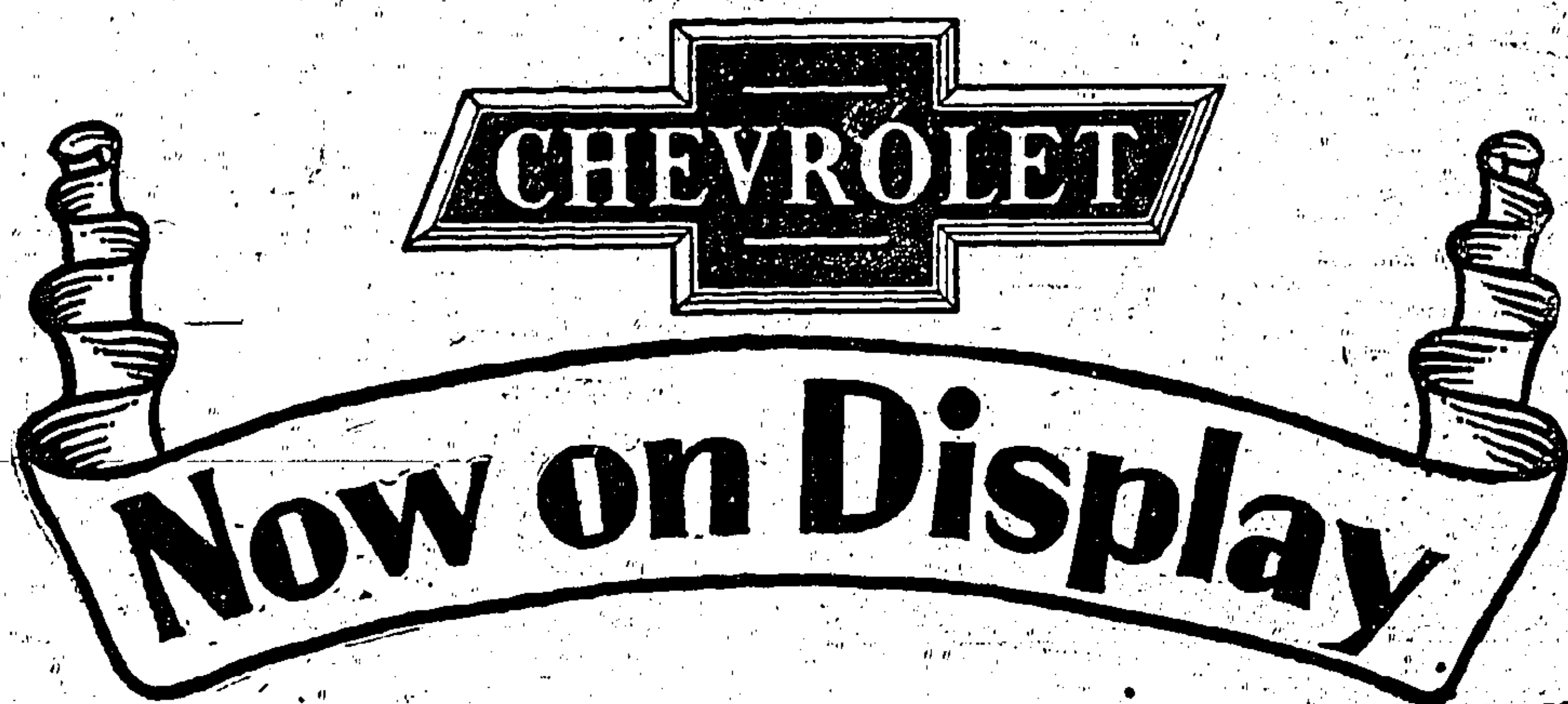
STREETS AS PLAY-GROUNDS.

With the coming of the longer evenings, children with whip tops are appearing in full force in the poorer neighbourhoods of most towns. These youngsters create a great danger, both to themselves and to passing traffic. One cannot altogether blame the children, for they are quite young, and those of us who can remember being under the spell of a spinning top, can sympathize with their enthusiasm, neither can the blame be laid entirely on the parents; their children must play in the open air, and in the absence of gardens or near-by parks, the only place is the streets. It seems, therefore, that the danger will continue to crop up annually for some years to come, and it therefore behoves us all to take special care when driving in poor neighbourhoods at this time of year. It is suggested in *The Light Car and Cyclecar* that the only safe course when children are about is to proceed slowly and to be ready to stop instantly.

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Other makes report amazing increases of 4 to 4 more. Mr. CRITCHLOW offers to send 1 to introduce. He also wants County and State Agencies Everywhere to make \$250 to \$1,000 Per Month. Write him in English To-day. W. CRITCHLOW, 1778C St. WEATON, ILL. U.S.A.



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NOTES ON THE DERBY.

SOME FACTS AND FANCIES.

(Special to the "Daily Press.")

Fur follows the world over, it is always a great fascination in the Derby, and racing enthusiasts in Hong Kong are naturally no less interested in all the news relating to the struggle for the blue ribbon of the turf.

The race will be run on June 5 at Epsom, and all the news that can be gathered from the newspapers, and sporting journals is being closely analysed, and not a few cables have been exchanged as a result of these studies. The latest London betting will be cabled out very frequently between now and race-day, and interest in the race is so keen that everything possible is done by enthusiasts in Hong Kong to keep in close touch with affairs connected with the Derby.

From a large entry, the horses which have drawn attention this year are comparatively few. The most outstanding entry is Mr. Jinks, owned by Major McCalmont. The animal proved to be one of the best two-year-olds and have done wonderfully well this season, his victories including the Two Thousand Guineas. Mr. Jinks would undoubtedly have been the best bet for punters in Hong Kong but for his defeat on May 15 in the Newmarket Stakes, when he was beaten by "the shortest of heads" by Lord Derby's Hunter's Moon. This reverse has had a steady effect on those who are all for Mr. Jinks winning the Derby, and have caused them to look round for other likely animals.

A Doubtful Starter.

Costaki Pasha, owned by the Aga Khan, also has a good record as a two-year-old, and was expected to go a long way in the Derby betting. He was amongst the favourites until Reuter cabled the news all over the world that owing to a recurrence of trouble which nearly caused the colt's death a year ago, the owner has definitely decided to scratch his horse from the Derby. The horse, however, has not been officially scratched.

Cragador, belonging to Lord Astor, is placed favourite by the English public. News was received in Hong Kong on Sunday that the horse went badly in a gallop at Manton on May 18, and had to be pulled up sore. A recurrence of last season's splint trouble was hinted at. The cable which contained this information also stated that the possibility of the horse starting in the Derby was remote. Since then, however, it is learned by cable that the complaint has been traced to indigestion, which would not interfere with the colt's chances.

A Hong Kong Favourite.

Another classic aspirant is Gay Day, owned by Sir Victor Sassoon. This is a colt with nothing special to number in his list of achievements, but the general indication is that the animal will go on improving until the Derby is run. Sir Victor Sassoon owned Hot Night, which ran second in the Derby two years ago, and this may be one of the grounds why Gay Day is amongst the most favoured horses. Gay Day is much in demand in Hong Kong.

Mr. S. Tattersall's Brienz may prove to be a serious rival to Mr. Jinks in the Derby. The horse won the Column Produce Stakes, but it is feared in some quarters that the animal is not "game" enough for the Derby. A correspondent, writing of his victory in the Column Produce Stakes, hinted that Brienz was a "lazy customer," and that "he was never doing much more than a strong canter, but his jockey had to be niggling at him to keep him going."

Lord Rosebery's Entry.

The news of Lord Rosebery's death must be a big blow to supporters of Midlothian, which had done well enough for it to be ranked amongst the best animals entered for the Derby. The horse had been always regarded as a danger to the favourites, and his recent performance in the Newmarket Stakes, when he ran third, a short head behind Mr. Jinks, must have caused many to pause and reflect on his chances. Lord Rosebery's death means that the animal will not start in the Derby, and every lover of racing will regret this.

There is a good deal of local support for Kopp, a son of Spion Kop, a Derby winner several years back. Kopp is a big strong animal, and the odds against him are getting shorter day by day. He will probably rank amongst the foremost favourites when Derby day comes round.

Another animal much fancied by sportsmen in the East is Tom Peatrice, which is owned by Mr. Henry Morris, who won the Derby and the Two Thousand Guineas with Manna in 1925. The odds against this animal are fairly long at the moment, but there is no special reason to think that Tom Peatrice will beat the horses already mentioned.

(Continued on next column.)

SESSIONS TRIAL ADJOURNED.

QUESTION OF PRISONER'S MENTALITY.

MEDICAL INVESTIGATIONS.

An unexpected development arose at the opening of the Criminal Sessions yesterday, which resulted in the dismissal of the jurors and the closing of the Court for the day.

The Sessions opened with the usual formalities before the Puisne Judge (Mr. Justice Wood) for the trial of Chiu Kau, a junk fohi, on a charge of murdering a girl in the harbour on March 18. Mr. H. Somerset Fitzroy, Assistant Attorney-General, appeared for the Crown.

Mr. Leo d'Almada e Castro, Jr., who had been assigned the duty of defending the accused, applied to his Lordship for adjournment of the trial until the next Sessions.

Counsel mentioned that the prisoner was undergoing medical treatment from Dr. Cannon, and that it would require about a month to arrive at the man's mental condition. A further ground for inability to proceed was that Dr. Cannon required a certificate of prisoner's antecedents.

The accused was a Kwangsi man, and owing to the present troubled conditions in that province there had been difficulty in getting the desired information.

His Lordship granted the application, and adjourned the trial to next month's Sessions.

Robbery on a Boat.

The remaining cases on the calendar will be taken up this morning at 10.30. A man named Lam Chun stands charged with robbery on a boat within the waters of the Colony on March 21. Two additional counts deal with unlawful possession of a revolver and the holding for ransom of three persons.

SHIP'S WATCHMEN AT WAR.

SEQUEL AT CENTRAL MAGISTRACY.

INDIANS ROUND OVER.

Some time ago there was trouble between two Indian watchmen on board the Kwang Tung, and as a result one man was dismissed. He thereupon made representations to two of his compatriots, in the course of which he told them he had been very seriously wronged by his ex-colleague on the Kwang Tung.

The two men decided to find out for themselves the truth of what was told them. They met the watchman, who was still employed on the Kwang Tung, and asked him for his version of the story, but words soon led to blows, with the result that all parties appeared before Mr. N. L. Smith at the Central Magistracy yesterday.

Mr. Horace Lo appeared for the two defendants, and informed his Worship that his clients were very sorry they had assaulted the watchman of the Kwang Tung. Mr. Lo told the Magistrate his clients were willing to be bound over, and that he understood the Police had no objection to that course.

His Worship, after ascertaining that the complainant had no objection to the defendants being thus dealt with, bound the two defendants over in the sum of \$50 each to be of good behaviour for six months.

The Derby Stable.

Lord Derby's Hunter's Moon, in addition to beating Mr. Jinks on May 15, had other victories to his credit this year. His recent success will lead many to support him, and they will undoubtedly "get a good run for their money." Lord Derby also owns Bosworth, which is reputed to be a better animal, and the latter might start in the Derby instead of Hunter's Moon, which was standing at 20-1 on May 15.

As the latest prices on the Derby are received in Hong Kong they will be published in the Daily Press. It is possible that from now on reports from London will arrive every other day, so readers will do well to look out for the latest changes.

Lord Rosebery's Horse.

The usual service during the three days (May 29 to 31) is as follows:—1, Order; 2, Rise; 3, Band; 4, Three Bows; 5, Three Minutes Silence; 6, Placing Floral Tributes; 7, Reading the Scroll; 8, Band; 9, Three Bows; 10, End.

The procession will be in the following order:—1st SECTION.
a. Mounted Guards.
b. Band.
c. Mounted Guards.
2nd SECTION.
a. Band.
b. Infantry.
3rd SECTION.
a. Naval Band.
b. Marine.
c. Naval Officers and Men.

STATE FUNERAL OF SUN YAT SEN.

ARRANGEMENTS FOR JUNE 1.

FULL PROGRAMME OF CEREMONIES.

In connection with Dr. Sun Yat Sen's funeral, the following regulations have been issued by the Committee in charge of same:—

- 1.—These regulations together with dates of funeral and lying-in-state shall be conveyed to the whole nation, the Ministers and Consuls abroad, the overseas Chinese, and by the Ministry of Foreign Affairs to the various foreign nations.
- 2.—Flags throughout the country shall be half-masted for seven days from May 28 to June 1 inclusive.
- 3.—No parties shall be permitted during the days of mourning.
- 4.—All members of the Kuomintang and officials of the Government shall be in mourning.
- 5.—Date of burial: June 1.
- 6.—Time of burial: noon, 101 guns to be fired.
- 7.—A three-minute silence to be observed throughout the country at noon on June 1.
- 8.—All communications throughout the country to be suspended for three minutes at noon on June 1.
- 9.—All persons participating shall wear the proper costumes.
- 10.—All civil and military administrations and public bodies throughout the country shall send delegates to attend the funeral and burial at Nanking. These delegates must reach the Capital before May 28.
- 11.—All members of the Kuomintang, civil and military officers, police and civilians shall stand up and pay respect to the hearse in passing.

From Pi Pun 'Su (Peiping) to Pukow the following to be observed:—

- 1.—A ceremony to be held before the coffin is removed. During this, members of the family of the late leader and the highest local officials shall take part, and 101 guns be fired.
- 2.—Members of the family to accompany the hearse to the Chien Men Station.
- 3.—At the Chien Men Station, members of the family and special delegates to bear coffin to the special train. 101 guns will be fired.

From Peiping to Pukow all connected with the Kuomintang, as well as civil and military officers, shall pay respect to the hearse. Arrival at Pukow.

- 1.—Members of the Central Executive Committee and of the State Council shall be at the station prior to the arrival.
- 2.—Local officials of all ranks and party members shall be at Hsiao-kwan in readiness for the hearse.
- 3.—101 guns to be fired upon arrival of the train at the station.
- 4.—Members of the Central Executive Committee, and of the State Council, Special Delegates, and members of the family to bear the coffin to a warship. 101 guns to be fired.

On arrival at Hsiao-kwan all officials and party members at Hsiao-kwan shall take part in landing the coffin and bear same to the hearse.

From Hsiao-kwan to the Central Party Headquarters at Ting Chia Chiao, the hearse will be accompanied by members of the Central Executive and Supervisory Committees and of the State Council and families.

Upon arrival at the Central Party Headquarters the coffin will be placed in the Hall, when a service will be held immediately. After the service both the family and members of the Central Executive and Supervisory Committees and of the State Council shall alternatively take charge of the coffin. The coffin will lie in state for three days from May 29 to 31. The arrangement of the Hall will be as follows:—

- 1.—Coffin.
- 2.—Table.
- 3.—Sacrificial Scrolls, Floral Tributes, Floral Tributes.
- 4.—Assistant, Chief Mourner, Assistant.
- 5.—Announcer.
- 6.—Guard, Guest, Guard.
- 7.—Announcer.

The usual service during the three days (May 29 to 31) is as follows:—1, Order; 2, Rise; 3, Band; 4, Three Bows; 5, Three Minutes Silence; 6, Placing Floral Tributes; 7, Reading the Scroll; 8, Band; 9, Three Bows; 10, End.

The procession will be in the following order:—

- 1st SECTION.
a. Mounted Guards.
b. Band.
c. Mounted Guards.
- 2nd SECTION.
a. Band.
b. Infantry.
- 3rd SECTION.
a. Naval Band.
b. Marine.
c. Naval Officers and Men.

KAIPING COAL FOR ALL PURPOSES



HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

GOVERNMENT AND THE BANK.

LEGAL ARGUMENTS IN \$260,000 CASE.

FIXED FOR TO-DAY.

It is understood that legal arguments in connection with the action brought by the Government against the Hong Kong and Shanghai Bank for recrediting the sum of \$260,000 involved in the Treasury cheques case will commence this morning.

At the close of the lengthy proceedings last week, the jury found the cheques to be forgeries, but the Chief Justice (Sir Henry Gollan) did not give judgment pending argument of the legal issues involved in the case.

The statement of defence, bearing on points to be argued, claims that the Government is estopped from alleging the cheques to be forged and that the Bank wrongfully debited the amount to the account of the Government. The Bank alleges negligence on the part of the Government by failing to warn them of occurrences of an unusual nature, such as the alteration on one of the cheque-book covers and the extraction of 30 cheques.

It is further alleged in the statement that the work of ordering and handling of cheque-books was entrusted to servants on whom no proper care, check or supervision was kept, and who negligently abstained from reporting an important occurrence. Further, that the Government negligently permitted at least 60 cheques to go into the possession of strangers, and the books were not kept in a place of security according to the implied terms of contract between the Government and the Bank.

WILLS PROVED IN LOCAL COURTS.

MISS MARIAN DODS.

Reopening of probate of the will of Miss Marian Dods, of 1, Comiston Drive, Edinburgh, who died on September 10 last year at North Berwick, Scotland, has been granted to the Hon. Mr. W. E. L. Shepton, lawful attorney for the executor, William Dods, brother of the deceased.

Property worth 23,186 12s. 9d. was left by the deceased in England. The local estate has been assessed at \$21,000.

The Late Mr. C. N. Ross Mackenzie. Estate worth \$15,400 was left in the Colony by Mr. Charles Norman Ross Mackenzie, of Wellington, New Zealand, who died on June 15 last year.

Reopening of probate has been granted to Mr. C. D. McEneaney, Registrar of the Supreme Court, acting on behalf of the Public Trustee in New Zealand, the executor and trustee.

After making certain bequests, deceased's will leaves the residue of the property to the Church Missionary Society for Africa and the East.

Canton Man's Local Estate. Ho Ping Woon, of Honam, Canton, who died intestate, has left property worth \$24,900 in the Colony. Letters of administration have been granted to Ho Sui Wong, of 1, Lang Kai Fong, Hong Kong.

KWANGSI ATTACKS FAIL.**CANTON SITUATION EASIER.****BULLION TAKEN TO SAFETY.**

(FROM OUR CHINESE CORRESPONDENT.)

Canton, May 21.

The situation in Canton to-day is decidedly better. The second Kwangsi offensive launched last Friday night with Canton as the final objective has, like the first, apparently ended in defeat. The local Military Headquarters claim a decisive victory over the Kwangsi troops and claim that over 2,000 prisoners, in addition to large quantities of ammunitions, arms and supplies were taken.

SAFETY MEASURE.

Over \$4,000,000 in silver was removed from the Central Bank of China to Hong Kong yesterday afternoon on board a boat belonging to the Hong Kong-Canton-Macao Steamboat Company.

Practically all the silver in the vaults of the Central Bank has been removed to safety. The banknotes and all important documents were likewise removed. Not only the Central Bank removed all its valuables to safety, but all the important documents on file in the different Government buildings were likewise taken to Shameen or Hong Kong.

A GALLANT COLONEL.

The greatest credit is given to Colonel Tai Kik who saved the day for Canton. When the Kwangsi troops were marching within a few miles from the city and the fall of Canton appeared to be inevitable, Colonel Tai Kik's regiment arrived on the scene of action from South-east Kwangtung. The Kwangsi troops were routed.

No Nanking troops have as yet arrived in Canton. The Military Headquarters claim that Marshal Chiang Kai Shek has despatched two full Divisions. The Canton Government say that these soldiers of Chiang Kai Shek are being conveyed to Canton by the gunboats Wing Tai and Wing Kien and are now passing Swatow. They will, therefore, arrive in Canton either tomorrow or the next day and will be immediately sent to the West River against the Kwangsi troops.

LATEST CANTON NEWS.**FEW SIGNS OF WAR.****"BUSINESS AS USUAL."**

In spite of the persistent rumours predicting the imminent fall of Canton and attacks on the City by the Kwangsi forces, the City remains very peaceful without the slightest sign of panic. The Bund as far as the eye can see remains deserted, and the shops and business houses are open.

However, during yesterday a junk was seen to arrive carrying a number of wounded soldiers, and later in the day a further batch of casualties were seen marching down the Bund. The s.s. Tin Yat, which was seized by the Canton authorities, remains at anchor down the front reach of the river, and soldiers were seen loading ammunition and goods aboard, although the ship showed no outward signs of preparing to leave. The rumour of hearing gunfire within the City is totally denied.

The three steamers arriving from Canton last night carried a comfortable number of passengers, but overcrowding was not noticed. The ships' masters are very unperturbed about the situation.

CHINESE WAR NEWS.**VERNACULAR PRESS GLEANINGS.****FIGHTING ON THE WEST RIVER.**

Reports from the West River district state that severe fighting took place on Monday, both sides sustaining heavy casualties. The Canton force is said to have lost nearly a battalion of men and over eight hundred rifles, while the Kwangsi troops suffered severely from the bombardment put up by the Canton gunboats. The Cantonese have subsequently abandoned Samshui.

ON THE NORTH RIVER.

On the North River, the Kwangsi troops are advancing on Kong Chuen, along the Canton-Hankow Railway. The city is situated at about thirty-seven li from Canton. The Kwangsi forces are holding the north bank of the river, while the Cantonese force consists of roughly two regiments under Colonels Tai Kik and Wong Cheah Man. An indecisive action was fought across the river at Sunkai and Kuntin are still held by the Cantonese. According to reports just received in Canton, a battle was fought on Saturday, May 18, in which the Kwangsi troops were badly beaten, the Cantonese taking over two thousand prisoners and one thousand rifles.

ANXIETY IN CANTON.

It appears that the Cantonese force operating in the West and North River districts only totals four brigades, and their numbers have been weakened by recent engagements. The expected reinforcements from the East River have not yet arrived, and anxiety reigns in Canton. It is reported that the military authorities in Canton City have decided that if the city falls the troops are to retreat to the East River to join the Fukien and Hunan forces and make a combined attempt to recapture Canton.

Fighting is now taking place at a distance of only forty-five li from Canton, and there are practically no troops left in the city for its protection. In consequence most of the high officials have left, feeling it safer to be elsewhere, and General Tsai Tong spends his nights on the gunboat Hoifu.

NEWS FROM THE NORTH.

(Nam Chung Pao.)

General Li Tsung Jen, the leader of the ex-Wuhan troops and a prominent figure of the Kwangsi Clique, has formed an alliance with Marshal Feng Yu Hsiang for the overthrow of Chiang Kai Shek under the pretext of protecting the Party. They will, they say, support Wang Ching Wei, Madame Sun Yat Sen, and Hsu Chung Chi, whom they ask to come out from their retirement.

Marshal Feng Yu Hsiang has decided to assume the post as Commander-in-Chief of the Armies for the "Protection of the Party and Salvation of the Nation." An official manifesto explaining the reason of sending an expeditionary punitive army against Chiang is being drafted. An understanding has also been reached between Feng Yu Hsiang and Yen Shih Shan who has withdrawn his troops to Shansi. Yen will most probably declare himself to be neutral.

Chiang Kai Shek in the meantime has ordered reinforcements to Singyangchow in Houan, and the erection of defensive works there.

MASTER OF KWONG TUNG RELIEVED.

Captain Walker, Master of the Canton river steamer Kwong Tung, has been relieved command of his ship by the Chief Officer, Mr. Brown, who took the vessel to Canton on Monday night. Captain Walker is suffering from a poisoned thumb.

REVENUE OFFICER P. LANIGAN.**PASSES AWAY AT THE CIVIL HOSPITAL.****LARGELY ATTENDED FUNERAL.**

We have to record, with much regret, the death of Revenue Officer Patrick Lanigan at the Government Civil Hospital yesterday morning, following collapse from an apoplectic stroke at his home in Kowloon the previous afternoon. The news of his sudden death came as a great shock to his many friends, among whom he was extremely popular. Much sympathy will be extended to the widow and child, deceased's brother, Police Inspector Richard Lanigan, and other relatives.

Mr. Lanigan, who was 37 years of age, had served the Government for more than 10 years. He was first attached to the Police Force in 1912, and four years later was transferred to the Revenue Department.

A large number of officers from the Import and Export, Police, Sanitary and other Government departments, as well as other friends, were present at the funeral, which took place yesterday afternoon at the Roman Catholic Cemetery. The Very Rev. Father Spada conducted the service.

Floral Tributes.

The following wreaths were sent by the family: "His loving wife Lily, loving Daddy, brother Dick, Connie and Amy, Mattie and Mabel, Paddy and Peggy."

Personal tokens included those from Mr. and Mrs. H. A. Taylor, S. J. Clarke, A. W. Grimmett, Powell, O'Neill, A. Marks, J. Brown, Young, A. K. Taylor, Murphy, J. Fraser, R. Shaughan, L. P. Lane, J. O'Donovan, A. N. Reynolds, Carey, F. E. Lawrence, C. Bond, West, V. Petherick, Logan, J. W. Beattie, G. Saunders, Kerrison, W. H. Russell, H. W. Fraser, R. Marks, G. F. Chambers, E. A. Vincent, E. L. Stainfield, M. Blake, H. H. Remedios, W. F. Hast, T. Cunningham, G. A. Harriman, Hunt, A. R. Clark, G. T. May, Swan, C. J. Roe, J. H. Rutledge, T. Murphy, Everest, Bickford, Dixon, W. Shannon, Capt. and Mrs. Madden, Mrs. Powell, Mrs. A. Spittles.

Messrs. P. Grant, J. Murphy, L. R. Whitt, Whelan, A. Drummond, P. Condon, M. Murphy, C. C. Hancock, Pragnell, W. M. Groves, T. C. Monaghan, H. L. Stainfield, C. E. Terry, M. O'Brien, P. Murphy, G. R. Triggs, W. De La Hunt, C. J. Manners, F. H. Kelly, P. Kellet, M. Flaherty, J. C. Faure, F. S. Elliott, D. S. Paowalla, M. K. Lo, Holt, C. T. Byron, B. Flaherty, Fallon, S. Reidy, Paice, M. J. Flattery, A. Riach, R. D. Paton and A. Johnson, E. Stone and G. E. Costello.

Superintendent, I. & E. Department, Assistant Superintendent, I. & E. Department, European Revenue Officers, I. & E. Clerical Staff, Kowloon Revenue Staff, Chinese Uniform Staff, Chinese Detective Staff, Fire Brigade Officers, European Police Officers at Central, No. 7 Police Station, No. 2 Police Station, Sergeants' Mess and Upper Levels Police Station, Prison Officers' Mess, Leichok, Civil Service Cricket Club, Kowloon Football Club, Messrs. Grande Price & Co., H. Rutledge & Son, Tak Chan Ho Tobacco Factory, Heung Chan Tobacco Factory.

There were many wreaths sent by others, including Chinese friends.

RIVER CAPTAIN RETIRES.**CAME TO HONG KONG IN 1904.****LEAVING FOR AUSTRALIA.**

Captain O. B. Wilks, master of the Wanchow river steamer Tai Hing, relinquished his command of that vessel on her arrival in Hong Kong, and is retiring to Australia to live with his family. He leaves by the s.s. Tandu on May 31. On Monday evening a dinner was given to Captain Wilks by his Officers and Engineers aboard the s.s. Tai Hing, who presented him with a handsome umbrella bearing his monogram.

Captain Wilks was born in England and first came to Hong Kong from Australia when he brought the s.s. Maurea to this port for Messrs. Douglas, Lapraik & Company. The Maurea (now the s.s. Hai Hong) was purchased from the Union Steamship Company of Australia. Since that time Captain Wilks has served in several coastal steamers on the China Coast and also on the West River. Captain Wilks proudly claims that he has never once been pirated.

(Continued at foot of next column.)

THE WATER PROBLEM.**HOW ECONOMIES ARE EFFECTED.****NULLAH WATER FOR FLUSHING.**

Restrictions on the supply of water in the Colony continue, and unfortunately are likely to continue. While the rain persistently refuses to fall where it is most needed, the level in the reservoirs falls slowly but steadily. At such times questions are sometimes asked as to whether good drinking-water is being used for purposes which could be served by other supplies.

For example, inquiries have been made recently as to the utilisation of nullah water for flushing purposes. We are officially informed that the Sanitary Board does not recommend to Government for approval the installation of W.C.s, unless applicants can prove to the satisfaction of the Board that an independent and adequate water supply is obtainable. In the City of Victoria and in Kowloon the water for these purposes is obtained from wells, and is pumped to tanks placed on the roof of the buildings concerned.

Sea Water.

The Colony's water supply is not allowed to be used for flushing purposes. Only a few isolated exceptions to this rule have been permitted in cases of hospitals and public buildings; also those houses on the Peak supply where it is not possible to obtain water by any other means, for which an additional charge is made.

Houses on the intermediate level where the flush system is installed obtain their supply from nullahs.

On the northern side of the island of Hong Kong there are 54 nullahs from which water is obtained, through some 150 intake connections, to supply houses or blocks of houses where W.C. installations exist, and in some cases the water is utilised for swimming pools, returning again into the nullah to be later used for flushing purposes.

On the southern side of the island there are 64 nullahs with intake connections utilised for similar purposes.

The gaugings of these nullahs are carefully taken before additional intakes are permitted, as in time of drought their capacity is severely taxed.

Water for the usual cleansing of Chinese tenement houses is obtained from nullahs and from a well at the Western Market, except in the Eastern District, where not more than 2,500 gallons a week are used.

Sea water and water from nullahs is used for side channel flushing, and none is drawn from the mains for this purpose.

LATEST STORAGE FIGURES.

We have received from the Director of Public Works the following details of water consumption during the past week and of actual storage:

Hong Kong Water Works.

The total storage in the island reservoirs on Monday morning, May 20, amounted to 283.97 million gallons, showing a decrease of 25.67 million gallons during the past week; the amount collected from streams being 4.13 million gallons.

The week's consumption amounted to 31.83 million gallons and includes 1.80 million gallons brought across the harbour from Kowloon and 33 million gallons from the Tai Koo Refinery Supply.

Kowloon Water Works.

The total storage in the mainland reservoirs on Monday morning, May 20, amounted to 115.80 million gallons, showing a decrease of 9.44 million gallons during the past week.

The week's consumption, including supplies to water-boats and Hong Kong, amounted to 25.06 million gallons.

The Shing Mun River and other streams have, therefore, yielded over 2 million gallons per day.

Captain Wilks and his brother, Mr. E. C. Wilks, were the founders of the well-known electrical firm Messrs. Wm. C. Jack & Company. The firm was first started as E. C. Wilks & Company. Later the firm was changed to Wilks & Jack, Ltd., under which name it continued for a number of years, finally being taken over by the present owners. As one of the "old timers" of the Colony, Captain Wilks has a great opinion of the future of Hong Kong and speaks with enthusiasm of the many improvements that have taken place.

KOWLOON TRAFFIC CASES.**PARKING AT STAR FERRY AND THEATRE.****SUMMONED FOR A CAR HE DIDN'T OWN.**

The owner of motor-car No. 2233 was summoned before Mr. T. S. Whyte Smith at the Kowloon Magistracy with causing obstruction in Hankow Road by parking his car outside the entrance of the Star Theatre.

The defendant pleaded guilty and said that there was a car already parked in front of him and he was misled thinking that the other owner knew what he was doing! The Magistrate imposed a fine of \$5.

AT THE STAR FERRY.

Mrs. Lopes was summoned for the same offence at the Star Ferry. Her husband pleaded guilty on her behalf and said that when Mrs. Lopes arrived at the Star Ferry she could not find a place to park her car, the usual parking spaces having been filled.

She approached an Indian watchman who said she could park her car just outside the white line opposite the Railway Station; and he assured her that he would speak to the Indian constable on duty about it. Being satisfied with that promise, she crossed over to Hong Kong.

Mr. Lopes also remarked that the parking space was very inadequate. The Magistrate replied admitting that complaints had been made regarding the limited area for parking at the Star Ferry; but if there was no room there the owner should park his car elsewhere.

In reply to the Magistrate, the Traffic Inspector told his Worship that the nearest available parking space was behind the Peninsula Hotel in Middle Road.

The Magistrate registered a conviction and imposed a fine of \$5.

NOT HIS CAR.

Mr. A. E. Silkstone was also summoned for leaving his car unattended in Shanghai Street. In reply the defendant said "I'm not sure about that because at the time I didn't own a car."

Magistrate: That would be a good defence!

Mr. Silkstone also contended that at the time he was in his office in Chater Road. His Worship intimated that Sub-Inspector MacWalter would no doubt like to learn the address of the previous owner, but defendant replied that it would not be much good, as the owner was now on his way to Honolulu! He purchased the car at 7.40 p.m. on May 6, while the summons stated the offence as having taken place in the morning.

At the suggestion of his Worship, Sub-Inspector MacWalter withdrew the summons.

HORN NUISANCE.

Sub-Inspector Stimson prosecuted the driver of a private car for mis-use of his horn.

It was stated that the accused generally waited for somebody to pass the Sham Shui Po Police Station and "played a little tune on the horn to call the people down." This nuisance had gone on for some time but this was the first occasion upon which he managed to catch the offender.

Defendant said he merely called for his master to come down and that others sitting in the car meddled with the horn.

Remarking that it was a most aggravating thing to do and that it spoilt the peace of the neighbourhood, the Magistrate imposed a fine of \$2.

ONLY ONE LIGHT.

Mr. Lam Wing Yan, of the Republic Motor Car Company, was summoned for failing to show his two headlights in Nathan Road on May 9, at 9.30 p.m. Defendant pleaded not guilty and denied that his lights were not shown.

Sergeant Scrim said the "off" headlamp was not showing, and he took it for a motor-cycle.

Defendant argued that he had dimmed his headlights on seeing Sergeant Scrim approaching. The dimmer of one of his headlights was not in working order, but the parking lights at the side of the car were showing. He contended that he pointed this fact out to the officer, who he was stopped, but this was denied by the police officer.

A fine of \$5 was imposed.

LANE, CRAWFORD, LTD.

A consignment of Irons in the following well known makes has just arrived—

G. DUNCAN'S 'AKROS'

H. LOGAN'S 'GENII'

THE 'BEE LINE'

& THE 'STELLA'

DUNLOP 'MAXFLI' & SILVER KING BALLS ... \$1.10 EACH.

WARWICK & LYNX BALLS ... 90 CTS. EACH.



SIR HENRY J. WOOD

AND NEW QUEEN'S HALL ORCHESTRA

WILLIAM TELL OVERTURE

5058—PART 1-2. DAWN... THE STORM.

5059—PART 3-4. THE CALM... FINALE.

The ANDERSON MUSIC Co., Ltd.

A non-leaking and permanent roof is guaranteed by ordering & using



Used in all climates, and in all parts of the world for Shipyards, Aerodromes, Railways, Iron and Chemical Works, Bungalows, etc.

Manufactured in Great Britain, and guaranteed the Most Permanent Roofing obtainable.

Full particulars from Sole Agents—

JARDINE ENGINEERING CORPORATION, LTD.

Pedder Street, Hong Kong.

Tel. Address: JARDENG. Phone C-2351.

[22]

NEW ADVERTISEMENTS.

CHINA COAST OFFICERS' GUILD.

AN ORDINARY GENERAL MEETING will be held at the GUILD OFFICE, 37, Des Voeux Road, Central, (Davis House), on WEDNESDAY, 22nd MAY, at FIVE O'CLOCK P.M.

Business-General.
All Members are requested to attend.
T. T. LAURENSEN,
Branch Secretary.
[7811]

PUBLIC NOTICE.

PLAYING FIELDS COMMITTEE.

IT IS HEREBY NOTIFIED that the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or reservations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. MCGARRY, Secretary to the Committee, at the Colonial Secretariat.

Anyone wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly. [7825]

NOTICE.

THE Undersigned is prepared to consider OFFERS to Purchase the following Properties—

Section C of MAINLY LOT 243. (Nos. 5 and 6, PRAYA, KENNEDY TOWN, Godown).

Kowloon Mainly Lot 55. (Shipyard).

Sections A and B and the REMAINING PORTION of SHAIKWAN ISLAND Lot 490. (Ten Chinese Shops and Dwellings).

Section C and the REMAINING PORTION of Section B of ISLAND LOT No. 1342. (No. 1, SHARP STREET WEST).

SUBSECTION of Section A of SHAIKWAN ISLAND Lot 492. (Nos. 219-227, Old Nos. MAIN STREET, SHAIKWAN WEST).

Particulars may be obtained on Application at the TREASURY, or to the CROWN SOLICITOR at the Courts of Justice.

Sd. C. McI. MESSER,
Colonial Treasurer.
21st May, 1929. [7816]

Hong Kong, 22nd May, 1929.

THE ELECTORS OF MEMBERS OF THE SANITARY BOARD.

GENTLEMEN—
I desire to thank you for the honour you have done me by returning me to the Sanitary Board as one of your members.

I shall endeavour to serve conscientiously as your representative in the interests of the Colony as a whole. But it is obvious that I cannot possibly hope to succeed in my task as your representative and interpreter of your views and wishes without your active co-operation and support, for which I accordingly appeal.

I shall welcome practical suggestions from residents, and shall be delighted to discuss any sanitary matter with them personally in the public interest.

Yours truly,
M. K. LO. [7817]

V. R. C.

THE ANNUAL GENERAL MEETING OF THE VICTORIA RECREATION CLUB will take place at the V.R.C. at 6 P.M. on WEDNESDAY, MAY 22nd, 1929.

C. J. COOKE,
Hon. Secretary.
[7803] VICTORIA RECREATION CLUB.

"KEEP WATCH."

THE NAVY LEAGUE (Hong Kong Branch) have much pleasure in announcing that with the kind permission of the Hong Kong Amusements, Limited, and under the auspices of the ST. GEORGE'S and ST. ANDREW'S SOCIETIES they will be showing the film—

"KEEP WATCH"

on EMPIRE DAY (24th MAY) at the AFTERNOON PERFORMANCE which will take place at 5 P.M. Sharp in the QUEEN'S THEATRE.

L. M. WHITE,
Hon. Secretary,
NAVY LEAGUE (Hong Kong Branch). [7806]

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Chills, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
Tel. C. 4009

INTIMATIONS.

THE HONG KONG TUG & LIGHTER CO., LTD.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the above named Company will be held at ST. GEORGE'S BUILDING, CHATER ROAD, VICTORIA, HONG KONG, on WEDNESDAY, the 22nd DAY of MAY, 1929, at 12.15 P.M., for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the Year ended 31st March, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 17th DAY of MAY, 1929, until FRIDAY, the 7th DAY of JUNE, 1929, Both Days inclusive.

SEEWAN, TOMES & CO.,
General Managers.
Hong Kong, 3rd May, 1929. [7789]

THE HONG KONG TUG & LIGHTER CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Office of the Company, ST. GEORGE'S BUILDING, CHATER ROAD, VICTORIA, HONG KONG, on WEDNESDAY, the 22nd DAY of MAY, 1929, at 12.15 P.M., for the purpose of considering and if deemed desirable passing the following Resolutions as Extraordinary Resolutions with or without modification—

1.—That the Company be Wound Up Voluntarily.

2.—That JOHN HENNESSY SMITH and STANLEY HAMPDEN ROSS of Victoria, Hong Kong, be and are hereby appointed Liquidators for the purpose of such Winding Up.

Should the said Resolutions be passed by the requisite majority the same will be submitted for Confirmation as Special Resolutions at a Subsequent EXTRAORDINARY GENERAL MEETING to be held at the Same Place on FRIDAY, the 7th DAY of JUNE, 1929, at 12.30 P.M., Notice of which is hereby given.

Dated this 3rd day of May, 1929.

SEEWAN, TOMES & CO.,
General Managers.
[7740]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on THURSDAY, the 23rd MAY, 1929, at NOON, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended 31st December, 1928, and the TRANSFER BOOKS will be CLOSED from the 9th to the 23rd MAY, 1929, Both Days inclusive.

JARDINE, MATHESON & CO. LTD.
General Agents.
Hong Kong, 2nd May, 1929. [7784]

UNION INSURANCE SOCIETY OF CANTON, LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, UNION BUILDING, HONG KONG, on FRIDAY, 24th MAY, 1929, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929. [7721]

THE CHINA FIRE INSURANCE COMPANY, LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929. [7722]

BRITISH TRADERS' INSURANCE CO., LTD.

(INCORPORATED IN HONG KONG).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.30 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929. [7723]

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[7763]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.20 p.m., stated—

Pressure is highest to the north-east of Japan and relatively low over China generally. Depressions are situated to the N.E. of Formosa and between the Pelew Islands and Yap.

Local Forecast:—S. winds, moderate, fair to showery.

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 22, 1929.

A REAL MAN OF THE WORLD.

ALMOST on the eve of a political struggle of unique interest—and perhaps importance—comes news of the death of one of the old-time Liberal leaders. Lord Rosebery's career was many-sided; he held the post of Chairman of the London County Council as well as the office of Prime Minister; he was an orator of great ability and a writer with no mean literary gifts; he was a keen racing man and a patron of the arts. He was, in fact, a man of many parts, and his public life—extending over half a century—was a career of particular interest. The present generation, even those of Liberal sympathies, know little of the man who left that party after leading it and declared he must plough his furrow alone. Nor is it frequently recalled that, twenty years before it became the habit of European Cabinet Ministers to meet each other at fashionable hotels and discuss informally their politics, Lord Rosebery had declared that some of the greatest peace and greatest settlements in the world's history have begun with an apparently casual meeting of two travellers in a neutral inn. This useful hint was dropped during the dark days of the Boer War; strangely enough, it was acted upon very frequently during the difficult years immediately following the Great War.

Commentators on Lord Rosebery's career have enlarged to weariness on what might have been, and discussed in tones of regret a life singularly full, in some things unfortunate, and yet comparable in its accomplishment with that of any man of the age. There is a curious side to the Scottish character never sufficiently explored. The son of the manse and the plough seems generally to be endowed with a ruthless singleness of purpose which maps out a career and follows it undeviatingly to success. It is far otherwise as we rise in the scale. The Scot of the laird class and the aristocratic class seems born with a more discursive temperament. He aims at universality. Such was the case with ARTHUR JAMES BALFOUR of Whittingehame; the tendency could be seen even in HALDANE of Cloan. In Lord Balfour the hesitation between music, philosophy, and politics was solved by the discipline of the Commons and the demands of the difficult offices. In Lord Haldane the division of heart between philosophy and practical affairs was corrected by the practice of an exact profession. Even in Gladstone the hesitation between the Church literature and the secular literature of the Commons for its settlement Lord Rosebery had the same universal tendency as ARTHUR, GLADSTONE, BALFOUR, and HALDANE; but for him there was no discipline, no apprenticeship, no need for the study of the practical demands of life. He was born too late, for 1832 had established the House of Commons in a paramount position. He had not the opportunity to outlive the phrasemakers, and the use made of WILLIAM JOHNSON'S "Dalmeny wants the palm without the dust" had dogged him through life and should be a warning to all schoolmasters.

The public career of Lord Rosebery covers the long period of fifty-six years. Had it been his fortune to make his maiden speech in the Commons rather than in the Lords, the event might have been very different, but there was little for immediate ambition in the years immediately after 1871. He enjoyed life, cultivated that taste for racing which had made trouble with the Oxford dons, married the Rothschild heiress and embarked on a happy married life cut short in 1890. Gladstone made one of his mistakes when he scouted, in 1890, HARCOURT's plan that Lord Rosebery should be given high office. The experiment at the Home Office was a disaster. In 1895, the Foreign Office in 1898 was a mere interlude, and Rosebery's hesitation to return to it in 1899 was not, as has been represented, an instance of fundamen-

mental indecision, but a well-grounded feeling of lack of sympathy with the Gladstonian idea. The perfect description of Lord Rosebery in his prime is given in E. T. COOK's sketch of him when he became "Premier"—"A strong Radical, who nevertheless is not unfavourably regarded by the stern unbending Tories; a Home Ruler who is half-trusted by the Unionists; a Socialist politician who is related to the Rothschilds; a political reformer who commands in equal measure the confidence of the extremists and the moderates; a man of the world in the widest sense, whose personal friendships include the heir apparent to the Throne and the leaders of the new democracy." Not much of GLADSTONE there, and still less in the man who "may place Liberalism definitely on a Big England basis and thereby win back many who have been alienated rightly or wrongly by their distrust of Mr. Gladstone's foreign and colonial policy."

LORD ROSEBERY was GLADSTONE's immediate successor as Leader of the Liberal Party, but his natural gifts did not include those peculiar qualities absolutely necessary in a successful political leader. Efforts were made by his friends to bring him back after his differences with the party on the Boer War and Home Rule, but without avail. The furrow he preferred to plough alone. The events of his brief Premiership belong to history, and history may decide it was less unfortunate than the Premiership of BALFOUR and infinitely less ignoble than the Premiership of GODERICH. No Prime Minister marooned in the Lords could have withstood intrigues of the HARCOURTS and the disloyalty of nominal supporters. His resignation of the leadership and refusal to combine with CAMPBELL-BANNERMAN have been criticised, but those who take long views may wonder whether, if the party had gone with him instead of against him, the disasters of recent years would have followed a bolder policy. The present generation, even those of Liberal sympathies, know little of the man who left that party after leading it and declared he must plough his furrow alone. Nor is it frequently recalled that, twenty years before it became the habit of European Cabinet Ministers to meet each other at fashionable hotels and discuss informally their politics, Lord Rosebery had declared that some of the greatest peace and greatest settlements in the world's history have begun with an apparently casual meeting of two travellers in a neutral inn. This useful hint was dropped during the dark days of the Boer War; strangely enough, it was acted upon very frequently during the difficult years immediately following the Great War.

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News and Views.

Three cases of small-pox, and one of cerebro-spinal fever (all Chinese) were reported on Wednesday.

An ordinary general meeting of the China Coast Officers' Guild will be held to-day at 5 p.m. at the Guild Office, No. 167, Des Voeux Road Central.

By removing a couple of floorboards from the room above Sir Henry Pollock's office in Prince's Building, a thief managed to steal an electric fan from Sir Henry's desk. He apparently "fished" the fan by means of a hook tied to the end of a string. The police have been notified.

A fine of \$5 was imposed by Mr. N. L. Smith yesterday on a Chinese who admitted that he had caused a nuisance by the unnecessary use of his motor-horn. Mr. P. J. Wodehouse, C.I.E., the Deputy Superintendent of Police, who prosecuted stated that the tooting at night was an "intolerable nuisance."

When two Chinese were charged at Kowloon Magistrate yesterday with trespassing on the E.C.R. track they pleaded they had no money and intended to walk to Canton. One of the defendants was discharged with a caution having already spent a night in gaol, while the other was fined \$1. The defendants were both arrested by guards as they were about to enter a tunnel.

H.E. the Governor regrets to announce that, owing to extensive repairs now being effected in the ballroom and other rooms in the east wing of Government House, it will not be possible to hold the usual reception of Government House on the occasion of His Majesty's birthday next month. His Excellency hopes, however, to hold a reception later in the year, when reconstruction work at Government House has been completed.

When twelve Chinese were charged before Mr. N. L. Smith at the Central Magistracy with gambling, his Worship observed that one of the men had "literally put his shirt on the game," as he appeared in Court without any other wearing apparel than a pair of short pants. The Inspector in charge of the case told his Worship that that was actually so. Fines of \$3 each were imposed on the gamblers whilst the keeper of the gambling-house was fined \$50 or in default fourteen days' imprisonment.

The death on May 9 of Mr. J. A. Skalko, fourth engineer of the Carnarvonshire, was attributed to "heart failure and shock" as the coroner's inquest in the British Police Court, Shanghai. Mr. Skalko was involved in a collision on board the Carnarvonshire. Dr. E. A. Aylward testified that he boarded the vessel shortly after the accident happened and found the deceased lying on a stretcher, life being extinct. He gave it as his opinion that death, resulting from inhalation of steam, was almost instantaneous.

Extensive smuggling by merchants of large shipments of rice from Shanghai to Japan is forcing the price of the commodity upwards, and there is every likelihood, it is stated, that due to the smuggling local quotations will continue to rise. Best quality rice is now quoted in Shanghai at \$14.50 per shih of 200 pounds; second grade at \$13.50 and third at \$13. It is alleged that the smugglers are transporting their rice from the Changsu and Wush districts to the Chekiang coast via small canals and waterways and thence to Japan. Export of rice from China is forbidden.

The Age of Innocence.

The station was at its busiest when an incoming train deposited a class of schoolboys upon one of the platforms. A schoolmaster valiantly shepherded them past the barrier, plunged through the crowd of Easter holiday-makers, then halted the boys at one of the station exits, where he held an informed roll call. One ewe lamb was missing. After charging the eldest scholar to guard the rest of the faithful, the master returned to the platform in search of the straying one. He found the boy standing before an automatic machine. Apparently the machine had jammed, for the boy was tugging violently but quite fruitlessly at the handle. "Here, let me try," said the teacher, getting a manly clutch on the sweet machine. A few minutes later he was retiring defeated from the unequal tug-of-war, when a kindly individual who had been watching the incident from a distance came up and slipped a coin into the boy's hand. The boy thanked him—after a prod from his teacher, then master and pupil rejoined the party. A swift suspicion came to the tutor. "I suppose that you did put a penny in that machine?" The boy looked mildly surprised. "Oh, no, sir," he said cheerfully. "I was just seeing if it would work without one!"

Women in the United States will continue to prefer natural silk rather than artificially manufactured substitutes, according to opinion among Japanese consuls in American cities. The Consuls all expressed optimism with regard to future trade in the silk industry between Japan and the United States.

Chinese raw silk merchants have petitioned the National Government for \$20,000 taels to defray the expenses of sending Chinese filature men to New York in August to attend the International Raw Silk Technical Conference. The delegates have not been chosen as yet, but only practical raw silk producers will be sent.

The notice "No children" not infrequently seen in advertisements of apartments or houses to let, is to be banned in Rome. The Commissioner of the Fascist National Federation of real-estate owners has issued an order to all members of the various Fascist Associations grouped in the federation informing them that the inclusion of any words barring children in real-estate advertisements, or any attempt to refuse the renting of a flat or house owing to the applicant having children, will result in immediate expulsion from the Real Estate Owners Association. This decision has practically, if not nominally, the effect of a law, for landlords who are not regularly registered in their proper corporate association cannot claim the full benefits of the law in their relations with their tenants.

The Wholesale Handshake.

President Hoover's limitation of handshaking to Mondays and Wednesdays seems reasonable enough. Hard experience has suggested more than one way of mitigating the wearisomeness of wholesale handshaking. Roosevelt simply folded his fingers around the other man's hand and waited for him to do the fervent clasping if he could; Gladstone used to stiffen his hand and place his thumb against the palm, Mrs. Gladstone (according to Sir Algernon West) furtively putting out her hand to relieve him occasionally. But as there are more and more people who would shake hands with a king upon his throne, some restriction upon the use of this salutation has long been fore-shadowed, and the new President has been quick to make one. A Washington schoolgirl once wrote to her parents in the Middle West: "Preserve this letter. The hand which writes it has been shaken by the President of the United States." This thrill has come to be regarded as the right of every contingent of school children and of every delegation visiting Washington, but it is certain that President Hoover, at any rate, will not be able to shake Roosevelt's hand that he had shaken hands with a quarter of the population of the United States.

The Board of Admiralty.

The announcement that "as an experiment" the next vacancy on the Board of Admiralty will not be filled was another of the "little surprises" of the First Lord's explanatory speech upon the Navy Estimates. We had previously been told that in future the Assistant Chief of the Naval Staff will not be a member of the Board, but in any case he has never been a Sea Lord. The next vacancy will fall in a few weeks' time, when command of the Atlantic Fleet changes hands, but there is nothing to indicate that this particular vacancy will be the one earmarked for experimental abolition. Each of the four Sea Lords has his own departmental work very clearly defined. The First Sea Lord is Chief of the Naval Staff; the Second Sea Lord is Chief of Naval Personnel; the Third Sea Lord is Controller of the Navy; the Fourth Sea Lord is Chief of Supplies and Transport. Presumably, the idea is to merge the administrative work of two of these members of the Board. At any rate, this step indicates "economy from the top" with a vengeance, and means the sacrifice of yet another in the ever-shrinking list of flag officers' appointments. It is probably true to say that there would have considerably less surprise at the addition of another Sea Lord to the Board than has been occasioned by the proposed elimination of one. For a long time past there has been talk about the creation of an Engineer Sea Lord. We are not prepared to say that this discussion has ever had any official sanction, but it has certainly gained wide currency, and in an age when values appear to be really changing in that conservative organization, the Admiralty, such a creation would not have caused much surprise. The tradition that the Sea Lords shall be seamen is a very ancient one, and down to within comparatively modern times it was virtually impossible that they should have been anything else. But the revolutionary changes in the character of the Fleet leaves this tradition with nothing but a sentimental basis. The time must come when engineering will take its place amongst the ghosts of seamanship in the Board Room. No doubt the Engineer-in-Chief of the Fleet is adequately called into counsel upon matters relating to his department, but the very fact that this is so sufficiently illustrates the need for including an Engineer-Admiral upon the Board.

NANKING'S NEW ALLIES.

SINKIANG LEADERS IN HANKOW.

GRAVE THREAT TO FENG.

[THROUGH REUTER'S AGENCY.]

HANKOW, May 21.—Considerable importance is attached to the arrival here of General Ma Ting Hsiang and Chen Tin Hsi, the Mohammedan leaders from Sinkiang, who travelled here via Szechuan.

Their object is to interview Chiang Kai Shek, and consult him with regard to military affairs. They are leaving immediately for the capital.

Co-operation of the Mohammedans with the Government is of the greatest importance, as they can completely cut off Feng's line of retreat westward. It is believed that the awaiting of a definite assurance of their loyalty was one of the main reasons why the Government so far has not taken action against Feng.

It is stated that Ma Ting Hsiang controls four armies, all of which are commanded by members of his family, and which recently inflicted severe defeats on the Kuomintang under the command of General Meng Chi Chang.

FENG'S REPLY TO CHIANG KAI SHEK.

DENIES HOSTILE INTENTIONS.

[Wah Tsz Yat Pao.]

SHANGHAI, May 21.—In reply to Chiang Kai Shek's telegram, Feng Yu Hsiang writes that he is unwilling to proceed to Nanking in view of Chiang's action in imprisoning Marshal Li Tsai Hsin. There is no truth in the report that he will attack Shansi and Chihli. He further denies any connection with Soviet Russia and the Kwangsi Clique.

Advice from Hankow state that railway service was available as far as Lulin on Monday. Telegraphic service between Hankow and Sinyangchow in Honan is also available.

At a memorial service, held by the Central Government on Monday, Chiang Kai Shek denounced the action of Feng's troops.

FENG TIEN TROOPS FOR TIENSIN.

[Wah Tsz Yat Pao.]

SHANGHAI, May 21.—In compliance with the order of Marshal Chiang Kai Shek, Chang Hsueh Liang has ordered the Fengtien troops under Yu Hsueh Chung to proceed to Tientsin.

HO CHIEN TO MOVE ON WUCHOW.

[Wah Tsz Yat Pao.]

SHANGHAI, May 21.—General Ho Chien, Commander-in-Chief of the Hunanese troops, proceeded to Chuanchow from Yungchow and will probably go to Kweilin, the capital of Kwangsi. According to the scheme of the military operations decided by General Ho, the Hunanese troops will abandon the attack upon Liu chow and Nanning but will press upon Wuchow so as to join the Canton troops.

YEN HSI SHAN'S ADVICE TO MARSHAL CHIANG.

[Wah Tsz Yat Pao.]

SHANGHAI, May 21.—Advice from Taiyuan, the capital of Shansi, indicate that Yen Hsi Shan has lately wired to Chiang Kai Shek asking to give up the campaign against Feng Yu Hsiang, so as to avert war. He claims that Feng is peacefully disposed.

COMPENSATION TO NORWEGIANS.

[Wah Tsz Yat Pao.]

SHANGHAI, May 21.—With regard to the Nanking incident, negotiations between the Ministry for Foreign Affairs and the Norwegian Chargé d'Affaires resulted in a settlement of Norwegian claims.

A sum of \$2,050 will be paid to the Norwegian residents as indemnity, according to this decision.

REPARATIONS HOPES.

"TIRED BUT SMILING" DELEGATES.

A LONG SESSION.

[THROUGH REUTER'S AGENCY.]

PARIS, May 21.—The reparations experts, tired but smiling, emerged from the longest sitting of their Conference.

They have practically reached an agreement regarding the German reparations and distribution of reparations among the creditors.

Simultaneously, the American Embassy announced its Government's readiness to reduce the American claim for Army occupation expenses by 10 per cent.

In Washington.

Pres. Hoover conferred with the Cabinet and leaders of both parties of the two Houses of Congress regarding the report expected from the Reparations' Experts Committee in Paris.

The *Herald Tribune* says that Pres. Hoover is hoping to smooth the way towards a settlement and the possibility is envisaged by a reduction in the claims for arrears on account of the American occupation amounting to \$30,000,000 and corresponding in its percentage of 10 per cent. to similar British and French sacrifices.

New York Press Comment.

New York, May 21.—Newspapers generally describe as "astute" President Hoover's conference with political leaders as regards Reparations, as their acceptance of his views is bound to react upon Congress.

The *New York World* declares there has been no-one at the White House in the past ten years able independently to explain foreign affairs to the Senate.

French Approval.

PARIS, May 21.—President Hoover's gesture is welcomed by the French Press as having an intrinsic moral, and international significance.

"THE TIMES" VIEW OF CHINA.

HOSTILITIES DEPLORED.

AROUSING GENERAL APPREHENSION.

[THROUGH REUTER'S AGENCY.]

LONDON, May 21.—The *Times* says that disappointment will be general here and wherever else that it had been hoped, and half-believed, that Republican China had emerged from confusion of Civil War.

However, justifiable Nanking's action, the prospect of a renewal of civil war on a wide scale must arouse great apprehension.

THE KANSU FAMINE.

TERRIBLE DISCLOSURES.

CANNIBALISM AND SLAUGHTER.

[THROUGH REUTER'S AGENCY.]

PEKING, May 21.—A report from Mr. C. Finlay Andrew who is investigating the famine in Kansu for the Chinese International Famine Relief Committee states that he has received many reports of cannibalism, which he specially investigated. He found that near Chingching 35 brigands were killed and parts of their bodies eaten by ravenous people.

Mr. Andrew collected statements from gentlemen who had witnessed this and other cases. He states that in some parts the populace are starving because they have no money to buy what little food exists, whereas in other places no amount of money will purchase food because none exists.

JAPANESE LEAVE TSINGTAO.

SITUATION VERY QUIET.

[THROUGH REUTER'S AGENCY.]

PEKING, May 21.—Tsingtao reports are that all remaining Japanese troops, called to Japan on Monday, including the Commander-in-Chief, General Kawakita, have been evacuated.

Japanese were loaded from a gunboat in order to assist in maintaining order. The city remains very quiet.

U.S. RAILWAYS FINANCES.

IMPORTANT DECISION.

COMMISSION REPORT REJECTED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 20.—A decision which is hailed in Wall Street as a bullish development and of profound importance in the history of American railways, has been given by the Supreme Court.

The Court rejected the Interstate Commerce Commission's valuation of American railroad property for the purpose of fixing passenger and freight rates.

The Commission's valuations were approximately eleven billion dollars (\$11,000,000,000) less than that claimed by the railroads.

The stocks and shares of dozens of railway companies were quickly bid up on the Stock Exchange from one to fifteen dollars.

CHINA'S NEW ARMIES.

EFFECT OF GERMAN EXPERT'S DEATH.

NANKING, May 13.

The recent death of Colonel Max Bauer, German adviser to the National Government, is considered a serious blow to the progress of the plans made by General Chiang Kai Shek, Chairman of the National Government, to reorganize and thoroughly modernize the Chinese army.

Contrary to earlier reports, the German military expert was never connected with the "Model Division" here. Only recently a special battalion was organized, its personnel being carefully picked from the cadets of the "Model Division" and the soldiers of various army corps. This battalion consisted of six companies, namely cavalry, artillery, communication, and engineer companies and two infantry companies. Colonel Bauer was given full charge of the battalion, and the five German military experts under him acted in the capacity of advisers to the various companies.

Intensive Training.

These picked troops were given intensive training in the tactics and science of modern warfare, special emphasis being laid on the development of the efficiency and fighting strength of the smallest fighting unit. These soldiers have no holidays, have a daily curriculum from 6.30 o'clock in the morning to 9 in the evening, and are not allowed to receive callers.

Although General Chiang is busily occupied with his duties every day, he finds time to visit the battalion on the average of three times a week. Once in an address to the battalion, General Chiang declared that the battalion represented "a new life in the Chinese Revolutionary Army, and that he hoped in three years the battalion might be expanded into 15 divisions, or about 225,000 men. A first class fighting unit would then be organized for national defense purposes.

Equipment Being Studied.

Latest introductions in military equipments, like automatic rifles and others, are being studied, and it was the proposal of Colonel Bauer that a "first class arsenal" should be established at Nanking. A small consignment of arms reached here recently from Germany. It is reported that several much larger consignments will shortly be shipped to China.

There is a growing interest in the development of military science in Europe and America. Formerly, all of the military officers were graduates of military schools in Japan. It has been decided recently by the National Government to send 100 cadets abroad, and none of them are going to Japan. They will be sent to schools in America, Britain, France, and Germany. Each cadet will be given \$10,000 and will stay abroad six years.

The recommendations made by Colonel Bauer since his arrival in China have never been made public, but he was probably responsible for the decision to send a consignment of military materials for army uniforms, and the design of a standard equipment for each soldier. It is not yet known who will replace him.

RADIO ELECTION CAMPAIGN.

LISTENING-IN ON THE SANDS.

BLACKPOOL NOVELTY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 20.—Blackpool offered a new holiday excitement to 100,000 Whitsun excursionists in the shape of a wireless election speech by Mr. Baldwin.

The Premier spoke to a crowded visible audience in the theatre from which a network of wires was extended across the promenade linked-up with dozens of loud speakers on the sands, which were packed with captive listeners.

Mr. Baldwin referred to the greatly improved relations between employers and workers since the war and said he believed the present methods of co-operation had become much closer. Unemployment was beginning to fall and even the most depressed industries were improving and the prospects of regaining pre-war prosperity were brightening.

When Mr. Baldwin sat down a woman presented him with a fine bulldog, which took to his new master kindly.

1,724 Candidates.

The nominations total 1,724, which is a record for British Parliamentary elections.

They consist of:—Conservatives..... 588
Labour..... 370
Liberals..... 510
Communists..... 23
Independents..... 31
Women (all parties).... 68

Nominations of women candidates comprise 10 Conservatives, 20 Labour, 25 Liberals, and 3 Communists.

Final Nominations.

LONDON, May 21.—To-day, the final nominations were made for the General Election. They were Sir Martin Conway, and Sir Selby Bigge (Conservatives); Professor R. S. Conway (Liberals); and Miss Eleanor Rathbone (Independent) for the English Combined Universities (two seats).

ORPHANS GETS PROTECTION.

FROM LEAGUE OF NATIONS.

Geneva (U.P.).—Children abandoned in all parts of the world and brought up at the expense of the different countries where abandoned eventually may be taken under the protection of the League of Nations.

This will apply especially to abandoned children of foreign nationality who often do not have the same rights as abandoned children of the nationality of the state in which they are found.

The League's Child Welfare Commission is now preparing the draft text of an international convention on the subject providing for common legislation and common measures in all states on behalf of abandoned children of foreign nationality.

If the convention is finally launched, its execution, like that of all other international League conventions, will be placed under the jurisdiction of the League of Nations.

In the meantime the Hungarian government has just submitted to the League a draft convention of its own on the subject relating to children that have been brought up by the state. Hungary has proposed that this convention be adopted also by Italy, Austria, Poland, Czechoslovakia, Rumania and Serbia so that all of the South Central European states may have common provisions for such children.

It is entirely possible that the Hungarian draft will be incorporated into the League's project or that Hungary be asked to accept the League's convention instead should the latter contain better provisions.

CRISIS THREATENING MEMEL DISTRICT.

MEMEL, May 13.—The situation in the Memel district is growing serious in consequence of the attempts of the Fascists and Greater Lithuania parties to bring about a conflict between the directorate, the autonomous government instituted in accordance with the Versailles treaty, and the Diet in which the German parties hold the majority. Such a conflict is apparently intended to be used as a pretext for the abolition of the Diet, the institution of a dictatorial regime like the one in Kovno and the complete annexation of the district by Lithuania.

ENFORCEMENT OF PROHIBITION.

COMMITTEE APPOINTED TO INVESTIGATE.

ONE WOMAN MEMBER.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 21.—In conformity with his declared intention to investigate the Federal system of jurisprudence, and the method of enforcing Prohibition, President Hoover has selected Mr. George W. Wickersham, an ex-Attorney-General, as Chairman of a National Law Enforcement Commission.

He will be assisted by nine other lawyers and one woman, who will represent the major geographical divisions of the country. The work of the Commission is expected to last two years.

The woman member is Miss Ade Comstock, President of Radcliffe College.

TREATY REVISION.

JAPAN'S ATTITUDE TOWARDS CHINA.

The stiffness of Japan's policy in dealing with China has been greatly moderated recently, and the Tokyo Government has consented to China's proposal of introducing an all-round revision of the Sino-Japanese Treaty of Commerce and Navigation. Nevertheless, when actual negotiations are opened in Shanghai, early in June, there is certain to be controversy, and in some quarters anxiety is already expressed about the prospects.

The Chinese proposal concerning treaty revision, as well as Japan's counter-proposal, which was drafted prior to Mr. Yoshizawa's return to Tokyo, are being kept a strict secret. It is understood, however, that when these proposals are subjected to formal comparative consideration at the forthcoming negotiations, some variance of opinions might be found on such problems as the tariff, extraterritoriality, navigations, and validity of treaties, which will lead to animated discussions.

Mr. Yoshizawa, who arrived in Tokyo on May 8, presented himself at the Foreign Office next day, and started discussions with the chiefs of various bureaux of the Foreign Office.

Four Knotty Problems.

According to the *Osaka Mainichi*, the four knotty problems of the forthcoming Sino-Japanese negotiations may be summarised as follows:—

Tariff Issue.—China will insist upon the unconditional application of her new statutory tariff rates simultaneously with the new treaty taking effect, while Japan will request the application of the most-favoured-nation clause to some of the special commodities.

Abolition of Extraterritoriality.—China will request the immediate abrogation of extraterritoriality following the new treaty taking effect, under pledge that China will perfect the judicial system in accordance with the recommendations of the Extraterritoriality Commission of the former plenipotentiary corps of Peking. But Japan will not consent to the immediate abrogation under a mere promise on the part of China; Japan will insist on seeing the system actually perfected, and will then surrender extraterritoriality in one district after another.

Navigational Right.—Basing her claim on mutual liberty of commerce and navigation between two civilised countries in their respective domestic waters, China will insist upon the right of a most-favoured-nation to navigate ships loaded with merchandise in any open port and rivers in Japan. Japan will refuse this right to China on the ground that Japan has no such great navigable rivers as the Yangtze and Huangho, and also, from considerations of her special geographical conditions and national defence.

Term of Validity.—China will insist that the treaty shall become automatically null and void when either party concerned fails to issue notice of revision or abrogation during a certain period prior to the date of expiration of the treaty. Japan will make a generous concession on this point, but in consideration of the traditions of Sino-Japanese treaties in the past, Japan may not agree to China's proposal unconditionally.

DEATH OF THE EARL OF ROSEBERY.

STATESMAN, ORATOR AND SPORTSMAN.

HIS THREE AMBITIONS.

[REUTER'S AMERICAN SERVICE.]

The Earl of Rosebery, K.G., (K.T.), former Liberal Premier, who celebrated his 82nd birthday a fortnight ago, passed away in the early hours of yesterday morning.

More than sixty years ago a youthful "lad" at Eton laughingly prophesied to one of his school chums that he would become Prime Minister, win the Derby, and marry the richest heiress in the land.

This was the youth who later became Lord Rosebery, and who lived to see the accomplishment of his threefold ambition.

In 1878, he married Miss Hannah Rothschild, the only daughter of Baron Meyer de Rothschild.

Their married life was very happy. In his wife Lord Rosebery found a real friend, who encouraged him in his difficulties, and spurred him on to make those efforts which were crowned when he realised another of his great ambitions and became Prime Minister.

This took place in March 1894 when, after 23 years of Parliamentary life, he succeeded Mr. Gladstone at 10 Downing Street.

Although he fulfilled his ambition and became Prime Minister, Lord Rosebery did not hold the post for long, dissensions and jealousies wrecking the Cabinet after fifteen months.

Turf Successes.

A great patron of the Turf even from his Oxford days, Lord Rosebery had won practically every race of any importance, including the Derby three times—in 1894 with Ladna (the event which consummated his threefold ambition); the following year with Sir Visto, and in 1905 with Cicero.

Last of the Orators.

Lord Rosebery has been called the last of the Victorians, but he might more truthfully have been called the last of the orators. The memory of his golden voice and the charm of his personality was one of the most abiding Parliamentary impressions left, and won for him the name of "the Orator of the Empire."

Edinburgh Ties.

Residence at his Midlothian home naturally brought him into the closest connection with Edinburgh. As Lord Lieutenant of Midlothian, hon. Colonel of the 8th Battalion Royal Scots, Lord Rector of Edinburgh University, and a prominent figure in many other spheres of activity, he was closely identified with men and affairs in the Scottish capital. In 1911, to his numerous titles there was added that of Earl of Midlothian.

[A fuller appreciation of Earl Rosebery appears in our editorial columns.]

THE NEW ORDER IN CHINA.

OPINIONS OF LEAGUE OFFICIAL.

GENEVA, May 8 (U.P.).

"I personally have the impression the authority of the war lords is steadily decreasing and that the authority of the new Nanking Government correspondingly is increasing," M. Avenol, Under-Secretary of the League of Nations, said in an interview to-day on his return from China.

"It is to the interest of the entire world to aid in modernising China and I am convinced this can best be accomplished through the League of Nations. Patience and tact will be necessary but it will be well worth while for the entire world."

M. Avenol said it was his impression the Nanking Government is composed of "remarkable men who have deep intelligence and modern education and now are morally and psychologically recognised by the Chinese nation as representing the newly awakened Chinese national consciousness which demands re-establishment of China's integrity and abolition of the regime of unilateral treaties."

GUNMEN IN CHICAGO CHURCH.

CONGREGATION, ROBBED OF \$1,400.

M. Victor Phillips, the official representative of the Rumanian Government in Chicago at the tenth anniversary celebration of United Rumania (to be observed at Bucharest in May), was addressing some eighty members of the First Rumanian Synagogue congregation recently when five masked and armed men suddenly rushed down the aisle.

The leader of the gang, pouring out a volley of oaths and blasphemies, ordered everyone present to line up against the wall while his companions searched them. The bandits secured altogether about \$7,000 (\$1,400 in money and jewels—in the panic and excitement of the moment the loss was at first put as high as \$75,000).

It was in this synagogue that Queen Marie of Rumania was entertained when she visited Chicago last summer. It is the first time in the police records of that city that a hold-up has been organized inside a place of worship.

Telegrams in Brief.

King Alfonso has signed a decree authorising the reopening of the universities, since the closing of which in March there has been growing discontent, epitomised as the "Revolt of Youth," with the possibility of appeal by the "Intellectuals" to the League of Nations.

The Committee appointed by the American Red Cross sails from Vancouver on May 30 to survey the situation resulting from the famine in China.

H.M.S. Kent, with Admiral Waitall aboard, has left Shanghai for Hankow.

A very warm send-off was given to Sir Sidney Barton upon his departure from Shanghai for Abyssinia, aboard the P. & O. s.s. *Morcia*.

WELLS AND WORLD PEACE.

ADDRESS TO THE REICHTAG.

H. G. Wells, the noted British novelist, addressed the Reichstag last month on the subject of "The Common Sense of World Peace." He declared:—

"A large number of peace advocates are marking time with great enthusiasm, pride, and dignity, the majority realising that it is a pure delusion to expect amiable declarations, conferences, a pact or so, or a picnic or so to lay the foundation. The fundamental, formidable difficulty—the sovereign independence of States—is being evaded, and until this is tackled progress is impossible. The Kellogg Pact is merely a means by which citizens of the United States relieved their consciences without interference with their ordinary lives. How far it has gone can be decided by two simple sums—the War expenditure of the world in 1928, and the estimate for 1929.

Chief Structures.

"The day that man can travel with a ton of goods from Cardiff to Vladivostok, and from Moscow to San Francisco as he now travels from San Francisco to New York, without a passport or without interference by Customs officials, or without seeing a battleship, soldier, or war plane, the chief structures of world peace will exist, but it means propaganda since a struggle which the world has not yet seen. Nationalistic teaching must be scrapped, and Nationalistic history washed from the mind, and replaced by history of the social evolution and growth of the great human society, and man's steady progress to power and freedom. Nationalism must be exorcised from the world. The recent Vatican agreement deepens doubts whether Christian statescraft has now, or will, have capacity material to help the task of world federation. The world is plainly heading to war. Britain's stupid isolation of Russia will lead to a vast struggle in Asia between Russia and the West. It can begin almost anywhere, and involve the whole world."

HONEYMOON IN 9-TON YAWL.

7,000 MILES' "MONOTONY."

Among the passengers in the *Oropesa*, which reached Liverpool recently, were Captain and Mrs. D. P. Eliot, who spent their honeymoon in a 4-foot nine-ton yawl, making the 7,000-mile voyage from Capetown to Colon. Capt. Eliot, a grandson of President Klor, superintended the construction of the yawl in which the wedding ceremony took place. They sailed from Capetown last year with a crew of three, and after calls at Ascension Island and Trinidad arrived at Colon on February 24. The boat was fitted with an auxiliary engine. Throughout the voyage, during which a pet dog was lost overboard, they saw only one steamer. They had originally intended to sail round the world, but they grew tired of the monotony. They hope to get more excitement in motor touring.

CAT RESCUED FROM TOP OF STEEPLE.

STRANDED THERE TWO DAYS.

Hundreds of people witnessed the rescue of a tabby cat from the top of the steeple of St. Andrew's Church, Thornhill Square, Irlington, recently. The cat is believed to have been stranded at the steeple top for two days, too frightened to attempt the perilous descent. Its distress was noticed later, and many attempts were made to entice it to come down. These were fruitless, but when Louis Bell, a young butcher, heard of the animal's plight he left his shop in Caledonian Road and set out to rescue it. Mr. Bell climbed the steeple by means of a ladder left by workmen engaged in repairing it, and eventually he succeeded in reaching the cat.

"It was a bit frightened and tried to claw at me," Mr. Bell said afterwards. "I managed to get hold of its collar, and bring it down." There were loud cheers when Mr. Bell restored the cat to its owner.

THE FOUR LEADING BEERS ON THE MARKET

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HONG KONG.

Money and Markets

HONG KONG MARKET REPORTS.

Yesterday's quotations for rice and other edible commodities are as follows:—

Rice.	Per Picul.
Red Seal, No. 3	86.72
Green Seal, No. 3	86.72
Luk Sam Li	7.31
Ching Chung	8.96
Broken, Green Seal	8.92
Broken, Black Seal	8.92
Glutinous, Red Seal	7.34
Glutinous, Broken, Red Seal	6.48
Un-glutinous, Luk Lung Moon	6.98
Un-glutinous, Ching Fa Lam	7.00
Miscellaneous.	
Granulated sugar, No. 18	8.63
Granulated sugar, No. 24	7.33
Groundnut Oil Fongtze	21.90
Black Bean, Ching Yaa	4.60
Green Tea, Mochim	31.00
Black Date	19.00
Red Melon Seeds	23.50

CANTON TRADE NOTES.

Quotations for foreign flour have recently shown a decline. As the exchange rate for Hong Kong money has been lower, prices of foreign flour have been comparatively cheaper, and on this account merchants bought heavily. Considerable quantities of native flour are also being imported from Shanghai. In consequence, the market is overstocked, and demand is short on account of military activities, only very limited quantities of flour being exported to country districts. Demand for native flour is keener than that for foreign flour, due to cheaper prices. At present, quotations for imported flour are so low that the market is rather slack.

The demand for cotton yarn is unusually dull, as consumption by the country districts is small and stocks are accumulating. During the last ten days several thousand bales of both Chinese and foreign yarns have been imported, making the market still more inactive. A further decline in prices is recorded.

Much success has been achieved by manufacturers of electric supplies, especially of torches, in the city during the last few years. Factories manufacturing torches have increased to about a dozen. Hundreds of workers are engaged in each of the larger factories, while the smaller ones each have about 100 employees. The products of these factories are popular, as they are said to be in no way inferior to torches from abroad, while the price is cheaper. The output of the factories is inadequate to meet the demand in country district and from Malaya merchants. Chinese made cells are also in strong demand, and there are over fifty small factories engaged in this business, all making good profits.

Prices of rice have risen by about 30 per cent. in Waichow, a well-known rice-producing district, due to the prolonged drought, and to the military situation in the East River district, whence no rice is being imported. The current price is about one dollar for seven catties, this price being higher than in the Canton market.

The quantity of rice imported into Hong Kong has shown a decrease during the past few days, resulting in higher prices. In Canton, stocks are rather scarce and quotations are strong. Many orders have been placed with Hong Kong to meet the local market.

The depreciation in the value of notes of the Central Bank of China, which are quoted at a little over 50 per cent. of their nominal value, has seriously affected commercial circles. Disputes often arise over the payment of transactions, as merchants refuse to accept notes at full face value, in spite of previous agreement to do so. As a result of these disputes the collection of accounts is seriously delayed, and business is greatly impeded.

BERLIN EXCHANGE.

BERLIN, May 15.
The stock exchange opened again in a very nervous tone in consequence of the continued stringency of the money market. Prices weakened appreciably, especially dyes, polyphone, artificial silks and other specialties. The sole exception were the shares of the German General Electric (A. E. G.) wherein American buyers showed keen interest.

Call money varied between 8.75 and 10.75 per cent. Frankfurt was also weak following the declaration of a 12 per cent. dividend by the German Dye Trust, the same as the last one, which is considered unsatisfactory. Hamburg was also weak.

Berlin exchange quotations:—
New York 4.2125
London 20.423
Paris 16.465
Amsterdam 169.32
Rome 22.065

AMERICAN MARKETS

ADVANCE IN RUBBER QUOTATIONS.

New York, May 15 (U.P.).
Demand sterling was quoted at the close of banking hours to-day at \$4.84 unchanged with yesterday.

U.S. bar silver at .54 unchanged with yesterday.
Domestic copper remains unchanged at 18 cents a pound.

Rubber Advances.

The rubber market closed higher with the following quotations:—

Month	May 14	May 15
Spot	21.60	22.40
May	21.60	22.40
June	22.10	22.60
July	22.30	22.80
August	22.50	23.00
September	22.70	23.20
October	22.90	23.40
November	22.90	23.50
December	23.00	23.60
January	23.00	23.60
February	23.40	24.00
March	23.60	24.10
April	23.70	24.20

Wheat Prices Drop.

Wheat (Chicago) No. 520 hard, which is accepted as par closed lower with the following quotations:—

Month	May 14	May 15
May	1.00 1/2	1.03 1/2
July	1.09 1/2	1.09
September	1.13 1/2	1.12 1/2

Cotton Lower.

The cotton market (Chicago) closed lower with the following quotations:—

Month	May 14	May 15
Spot	12.65	12.60
May	12.65	12.60
July	12.50	12.51
October (Old)	12.50	12.48
October (New)	12.50	12.40
December	12.65	12.55
January	12.70	12.59
March	12.85	12.70

Sugar Quotations Fall.

The sugar market closed lower with the following quotations:—

Month	May 14	May 15
Sales, tons	35,100	40,400
Spot	1.27 1/2	1.27 1/2
May	1.27 1/2	1.27 1/2
July	1.27 1/2	1.27 1/2
September	1.27 1/2	1.27 1/2
January	1.27 1/2	1.27 1/2
March	1.27 1/2	1.27 1/2

HONG KONG IMPORT TRADE.

HOW CANTON TROUBLES AFFECT BUSINESS.

In the fortnightly report of the Hong Kong General Chamber of Commerce the following reference is made to textile business:—

Cotton Piece-Goods and Fancy Cotton Goods.

The following reports have been received:—

Further sales are reported in broadcases, woven stripe poplins and shadow stripe poplins. New sales have also been made in turreted cloths and cord stripe shirtings, but in the majority of lines quantities booked only amount to about 50 per cent. of last year's purchases. Owing to the present unsettled conditions in Kwangtung, with its depreciating currency, deliveries are practically nil; this state of affairs also accounts for the cautious policy adopted by responsible dealers, in making their commitments for next season. Cotton remains steady, no fluctuations of any importance having taken place since the last report.

There has been a fair amount of inquiry for poplin broadcases and striped shirtings. Further business has been settled in these lines, but many offers have had to be referred back. Manchester prices have been a little easier, but weakness of exchange makes it difficult to connect. Some orders are reported to have been placed for black cambrics, and a small trade has been done in white shirtings for early shipment. The adverse situation at Canton has caused a temporary set back to clearances, but deliveries have shown some improvement during the last few days.

Woolens.

A few small lines are reported to have been placed on union gaberdines and union cashmeres, but generally speaking business in woolens is at a standstill. Bradford prices are lower, the bulk of next season's requirements having already been settled.

Cotton Yarn.

Market is stagnant and business entirely neglected. Nominal quotations are as follows:—No. 10s. \$175-185; No. 12s. \$185-190; No. 16s. \$190-195; No. 20s. \$195-200. Arrivals, 200 bales. Shipments, nil. Sales, nil. Unsold stock, 1,400 bales. Bargains, 4,000 bales.

Raw Cotton.

No business to report.

THE RONALD ROSS FUND.

MALAYA'S SHARE IN THE EFFORT.

A fund has been opened in Singapore by the *Straits Times* in connection with the appeal of Sir James Barr, the famous English physician, to raise a fund of £50,000 as a national testimonial to Sir Ronald Ross, the discoverer of the malarial type of mosquito and the method by which a certain type of malaria is transmitted.

Malaya has still a very long way to go, however, before its contribution can be regarded as an adequate expression of its debt to Sir Ronald Ross. Although it has been the enterprise of local medical men that has made Malaya an example to the tropical world in the field of malaria control, it was the discoveries made some thirty years ago by Sir Ronald Ross that made progress of any kind possible.

No country owes more to Sir Ronald Ross than Malaya. At the time when his epoch-making discoveries were made, some thirty years ago, the ideas held as to the origin of malaria were strange and wonderful. When Sir Ronald Ross visited Malaya in 1895, at the invitation of the Hon. Dr. A. L. Hoops, who was then president of the Malaya branch of the British Medical Association, and of Sir Malcolm Watson, he was amazed and delighted at the progress that had been made. He declared that Malaya, with the single exception of the Panama Zone, was the outstanding example of what can be done to control this tropical scourge, and it is a fact that visitors from India are amazed at the extent and efficiency of the anti-malarial drainage and oiling systems in Malaya.

ENGLISH COMEDY COMPANY.

"THE BEST PEOPLE" TO-NIGHT AT THEATRE ROYAL.

W. R. Banvard's English Comedy Company closed a highly successful season last night at the Theatre Royal, and to-night at the Theatre Royal are giving "The Best People," a farce which had a most successful run at the Aldwych Theatre, London, and which has been played to crowded houses during the eastern tour. "The Best People" played for over 300 consecutive nights in London and is perhaps one of the most delightful plays in the Company's extensive repertoire.

To-morrow, Edgar Wallace's great thriller, "The Ringer" will be given, in which the veracity of the artist is apparent in the change from broad farce to mystery drama. On Friday, "A Cuckoo in the Nest" will hold the bill and will bring the popular Company's season to a close. Seats may now be booked in advance at Moutrie's at popular prices, \$3, \$2 and \$1.

NAVAL MAN'S DEATH.

VERDICT OF "SUICIDE" AT SHANGHAI.

At the inquest held in Shanghai last week into the death of William Arthur Kempshall, Engineer Officer second class, of H.M.S. Berwick, Mr. A. J. Martin, sitting as coroner, returned a verdict that deceased died by committing suicide, while temporarily of unsound mind, by drowning in the Whangpoo.

Pay-Comdr. George Henry Thompson testified that a naval inquiry was held by order of the Senior Naval Officer and tendered the report of that inquiry.

Za Chin Tze, a sampan man, testified that on the night of February 16 last, a naval officer hailed his sampan and boarding it pointed to a ship moored in mid-stream. Witness stated that when the sampan was halfway to the ship, deceased stood up and threw himself into the water. Witness grabbed hold of deceased by the arm, but deceased shook himself free and immediately sank. Deceased seemed to be perfectly sober. Witness reported the incident to the river police immediately.

SIR ERNEST WILD, K.C.

INHERITS £24,000 UNDER HIS FATHER'S WILL.

The late Mr. Edward Wild, of Eaton, Norwich, retired grower, for some years a director of Messrs. Youngs, Crawshaw and Youngs, Ltd., of Norwich, and an alderman and former Mayor of Norwich, who died in February, aged 87, father of Sir Ernest Edward Wild, K.C., Recorder of the City of London, left £28,000.

He left £4,000 to his niece, and the other property to Sir Ernest Wild.

A THROBBING, HUMAN DRAMA!

WHY DID SHE LEAVE?
WHERE DID SHE GO?
WHO IS TO BLAME?



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A sensational story of the perils and pitfalls of the modern flapper superbly told by a brilliant cast of players headed by

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TO-NIGHT

At 9.15 p.m.

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"The Ringer"

Friday, May 24th

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are hereby notified that their Cargo will be discharged into Hall's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Hall's Wharf. The Cargo will be ready for Delivery from Godown on and after 1st May.

Optimal Cargo will not be landed here unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage Period.

No Claims will be admitted after the Goods have left the Vessel's Godowns, and all Goods remaining undelivered after the 27th May, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 10th June, or they will not be considered.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

20th May, 1929. [7813

OCEAN STEAMSHIP CO. LTD

CONSIGNEES per Co.'s Vessel
"TYNDAREUS"
FROM VICTORIA, SEATTLE AND
VANCOUVER VIA JAPAN

are hereby notified that their Cargo will be discharged into Hol's Wharf, Kowloon, where it will lie at Omniscience's risk and subject to Terms and Conditions of Storage at Hol's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th May.

Optional Cargo will not be landed here, unless a Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowna, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Port Storage and Wharfage Office, and the damaged or broken Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 27th May, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 10th June, or they will not be recognised.

No Port Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

20th May, 1929. 77303

OCEAN STEAMSHIP CO., LTD.

CONSIGNEES per Co.'s Vessel
"MEDON"
FROM UNITED KINGDOM AND
CONTINENTAL PORTS VIA

SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown or after 20th May.

Optional Cargo will not be landed here unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon. Within this Free Storage period, all claims will be admitted and all Goods have left the Vessels' Godowns and all Goods remaining undelivered after the 27th May, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 10th June, or they will not be recognised.

No Free Insurance will be effected.

BUTTERFIELD & SWIRE
AGENTS

2004 May, 1923 7810

20th May, 1929. [7810]

Canton, Gilman's, June 22.

Golden Dragon, S.S.S., May 22
Ginyo Maru, N.Y.K., May 30.
Pret Grand, A.S.L., June 4
Bess Cleveland Dollar, June 4

Hopsang, Jardine's, May 22.
Durban Maru, N.Y.K., May 23.
Gurna, P. & O., May 23.
Siam, Manners, May 23.
Tea, B. & C., May 23.
T. H. E., May 23.

Glenshane, Jardines, June 12.
WEI HAI WEI.
 Huichow, B. & S., May 28.
 Sarpod, B. & S., May 21.
 Huichow, B. & S., June 14.

Kidderpore left for Singapore May 8.
Korea Maru due from Japan June 17.
Lahore due from Europe June 14.
Lahore due from Shanghai June 14.

Yamagata Maru left for Japan
May 22.
Yingchow due from Shanghai May
18.
Yuenwang due from Singapore May
25.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"TEAN"	On 23rd May, 8 a.m.
HONGKONG, PAKHOI & HAIPHONG	"LINAN"	On 24th May, 10 a.m.
HONGKONG, SINGAPORE & BANGKOK	"KIANGHONG"	On 24th May, 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 26th May, 8 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 26th May, 8 a.m.
HONGKONG & BANGKOK	"CHINHUA"	On 26th May, 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 26th May, Noon
SANTO, S'wai, N'chwang & DALRY	"LUOHOW"	On 26th May, 3 p.m.
WINKAIWEI, CHOPPO & TIENTSIN	"HUICHOW"	On 26th May, 10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 28th May, 5 p.m.
SWATOW & SHANGHAI	"OKENAN"	On 30th May, 10 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 2nd June, 8 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 2nd June, Noon
WINKAIWEI, CHOPPO & TIENTSIN	"KUEICHOW"	On 14th June, 10 a.m.

SAILINGS SUBJECT TO ALTERATIONS.

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HONGKONG TO SYDNEY—19 DAYS.

Ship	Days from Hong Kong	Days to Sea
CHANGTIE	11th June	18th June
TAIPING	18th July	25th July
CHANGTIE	12th August	19th August
TAIPING	10th September	17th September

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(ELLERMAN & BUCKNELL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "NELEUS"	via Suez Canal	6th June
S.S. "CITY OF MOBILE"	via Suez Canal	17th June
S.S. "MACHAON"	via Suez Canal	3rd July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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AND

NEW YORK

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M.V. "JAVANESE PRINCE" ... June 20th

T.S. "BRITISH PRINCE" ... July 4th

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SPHINX	4th June	G. METZINGER	4th June
ANGERS	18th June	ANDRE LEBON	18th June
G. METZINGER	2nd July	PORTHOUS	2nd July
ANDRE LEBON	16th July	CHENONCEAUX	16th July
PORTHOUS	30th July	ATHEOS II	30th July
CHENONCEAUX	13th Aug.	D'ARTAGNAN	13th Aug.
ATHEOS II	27th Aug.	SPHINX	27th Aug.

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For Full Particulars, apply to—

Cie des Messageries Maritimes.

Telephone: C. 61 and 62.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MAY 20, 1929.											MAY 21, 1929.											
STATION	Hour	Temp Air	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WIND Direction (true)	WIND Force (knots)	WIND Gusts (knots)	Hour	Temp Air	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WIND Direction (true)	WIND Force (knots)	WIND Gusts (knots)
			Inches	Millis.			Inches	Millis.						Inches	Millis.			Direction (true)	Force (knots)			
Wladivostok...	13	29.85	758.2	45	...	S	3	0	...	6	29.86	758.3	41	...	SSW	2	1	...	...	...	...	...
Nemuro	11	29.26	761.0	...	...	NNW	1	1	...	...	30.60	762.0	...	...	SSE	1	...	...	...	...	...	
Hokodate	"	29.24	760.8	...	...	S	1	1	...	...	29.94	760.5	...	...	E	1	...	...	...	...	...	
Tokio	"	29.06	761.0	...	...	S	2	2	...	...	29.94	760.5	...	...	WSW	1	...	...	...	...	...	
Kochi	"	29.98	761.5	...	...	WNW	1	1	...	...	29.94	760.5	...	...	SE	1	...	...	...	...	...	
Nagasaki	"	29.98	761.5	...	...	SE	1	1	...	...	29.90	759.5	...	...	SE	1	...	...	...	...	...	
Kagoshima	"	29.98	761.5	...	...	S	1	1	...	...	29.84	758.0	...	...	...	...	...	...	...	...	...	
Oshima	"	29.94	761.0	...	...	S	1	1	...	...	29.84	758.0	...	...	...	...	...	...	...	...	...	
Naha	"	29.94	760.5	...	...	E	1	1	...	...	29.82	757.5	...	...	ESE	1	...	...	...	...	...	
Ishigakijima	"	29.90	759.5	...	...	SE	2	1	...	...	29.76	756.0	...	...	S	1	...	...	...	...	...	
Bonin Island	"	29.90	759.5	...	...	N	1	1	...	...	29.90	759.5	...	...	S	1	...	...	...	...	...	
Chefoo	15	29.68	753.9	80	48	NE	1	1	b	...	29.70	754.4	63	70	...	...	...	...	...	...	...	
Shanghai	14	29.81	757.4	81	50	NE	1	1	b	...	29.78	756.9	66	96	SE	SE	1	2	of	...	...	
Gutzlaff	"	29.86	758.4	69	79	SSE	1	4	p	...	29.83	757.7	64	100	SE	SE	1	2	of	...	...	
Sharp Peak	"	29.77	756.1	72	85	SSE	1	4	p	...	29.69	754.1	71	95	SE	SE	1	2	of	...	...	
Amoy	"	29.82	757.4	73	81	SSE	1	4	b	...	29.85	758.2	74	95	NW	1	2	...	...	...	...	
Swatow	"	29.83	757.7	78	87	E	2	2	b	...	...	...	...	...	...	...	...	...	...	...	...	
Taihekou	11	29.88	759.0	78	83	E	2	2	b	...	29.75	755.7	72	91	SW	2	...	...	...	...	...	
Tsichu	"	29.92	759.9	82	...	SSW	2	2	b	...	29.79	756.6	75	...	SE	2	...	...	...	...	...	
Tainan	"	29.89	759.3	86	...	SW	2	2	b	...	29.79	756.6	75	...	SE	2	...	...	...	...	...	
Koshun	"	29.87	758.7	86	...	SSE	2	2	b	...	29.75	755.7	77	...	NW	2	...	...	...	...	...	
Pescadores	"	29.89	759.3	84	...	SE	2	2	b	...	29.75	755.7	77	...	S	2	...	...	...	...	...	
Hong Kong	14	29.82	757.4	78	87	E	3	3	...	6	29.76	755.9	80	87	S	SE	2	...	...	...	...	
Gap Rock	"	29.82	757.4	...	...	ENE	4	2	...	...	29.76	755.9	...	...	...	...	...	...	...	...	...	
Macao	"	29.79	756.6	82	84	SE	3	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
Hohow	"	29.81	757.2	93	65	SE	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
Pratas Island	"	29.83	757.4	87	75	S	2	2	...	...	29.77	756.1	80	96	S	1	bc	...	...	...	...	
Phulien	15	29.71	754.5	86	78	S	6	0	b	...	29.71	754.6	81	...	SSE	4	bc	...	...	...	...	
Tourane	"	29.73	755.1	86	...	SE	2	2	b	...	29.78	755.1	79	...	SE	2	bc	...	...	...	...	
Cape St. James	"	29.81	757.2	82	...	SW	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
Basco	14	...	...	...	...	...	...	...	...	6	29.74	755.4	82	87	NNE	1	...	...	...	...	...	
Aparri	"	...	...	...	...	...	...	...	...	...	29.78	758.3	77	91	...	0	b	...	...	...	...	
Tuguegarao	"	29.73	755.1	97	42	NE	1	0	...	...	...	...	...	...	...	...	...	...	...	...	...	
Vigan	"	29.78	756.3	90	63	WSW	4	0	b	...	...	...	...	...	...	...	...	...	...	...	...	
Manila	"	29.79	756.5	90	66	WSW	4	0	b	...	29.81	757.2	79	90	...	0	b	...	...	...	...	
Lepaspi	"	29.78	756.3	93	61	ENE	2	0	...	...	29.81	757.2	77	96	SE	1	b	...	...	...	...	
Calbayog	"	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Tacloban	"	29.78	756.3	90	66	S	4	0	...	...	...	...	...	...	...	...	...	...	...	...	...	
Iloilo	"	29.78	756.3	90	69	SW	4	0	...	...	29.82	757.5	77	91	...	0	b	...	...	...	...	
Cebu	"	29.78	756.3	90	69	SW	4	0	...	...	...	...	...	...	...	...	...	...	...	...	...	
Surigao	"	29.78	756.3	86	71	N	1	1	b	...	29.82	757.5	75	96	...	0	b	...	...	...	...	
Saipan	"	...	...	...	...	...	...	...	...	5	29.72	754.9	78	...	ESE	4	bc	...	...	...	...	
Guam	12.22	29.79	756.6	...	...	E	4	0	...	4.28	29.78	756.3	81	...	E	4	bc	...	...	...	...	
Yap	11.60	29.78	756.3	...	...	E	4	0	...	...	29.78	756.3	81	...	ESE	4	bc	...	...	...	...	
Pelew	"	...	...	...	...	...	...	...	...	...	29.75	755.6	76	...	WNW	2	bc	...	...	...	...	
Ponape	"	...	...	...	...	...	...	...	...	...	29.81	757.2	81	...	ESE	2	bc	...	...	...	...	
Labuan	14	20.79	756.6	88	88	SW	4	b	...	6	29.86	758.4	76	91	SW	1	...	...	...	...	...	

May 21st 11h. 05m.—Pressure is highest to the east of N. Japan, and relatively lower over China generally. A depression is indicated between the Pelew Islands and Yap.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 9.79 inches, against an average of 18.65 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 22nd.

- 1.—Formosa Channel ... S. winds, moderate; fair to showery.
- 2.—South coast of China between Hong Kong and Lamcocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

FORECAST.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 21.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.77	29.79	29.88
Temperature	78	85	88
Humidity	87	72	69
Wind			
Direction	E	SW	WSW
Force	3	2	0
Weather	C	O	C
Rain	0.12	0.00	0.00

Highest open-air Temperature, 20.79

Lowest open-air Temperature, 21.77

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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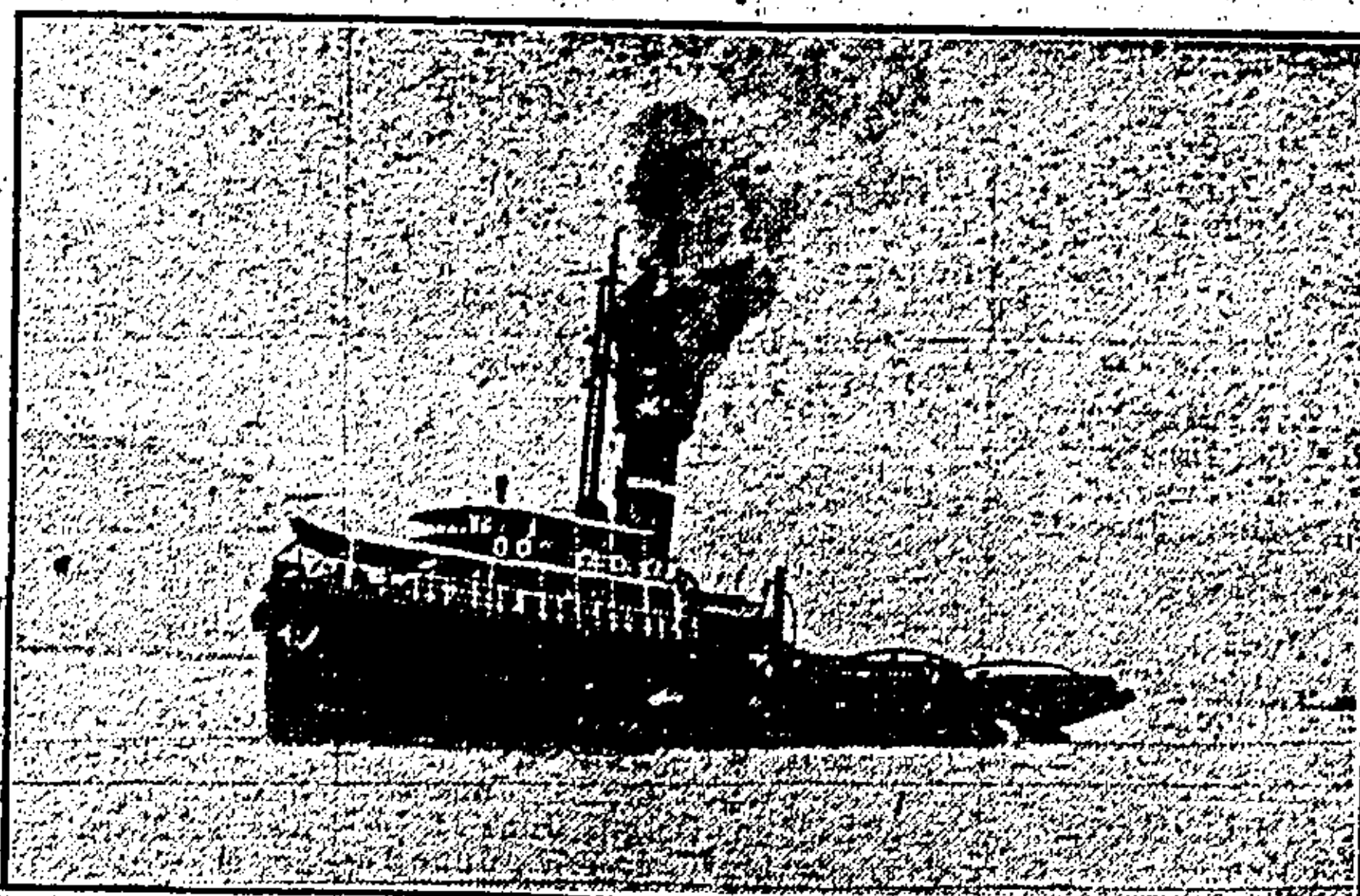
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R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAI via SWATOW & SHANGHAI	"HOPSANG" "YATREING" "HANGSANG" "WANGSANG"	Wed. 22nd May, at 10 a.m. Sun. 23rd May, at 10 a.m. Wed. 25th May, at 10 a.m. Sun. 2nd June, at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENBANG" "KUMSANG"	Fri. 14th May, at 10 a.m. Tue. 18th June, at 9 a.m.
STRAITS & CALCUTTA	"KUTSANG" "RAMSANG"	Satur. 25th May, at 3 p.m. Fri. 31st May, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Fri. 24th May, at Noon Tue. 4th June, at 10 a.m.
TIENTSIN	"CHIPSANG"	Satur. 1st June, at 7 a.m.
CANTON	"HANGSANG"	Thurs. 23rd May, at 4 p.m.

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Motor Vessel "GLENBEE"	... P.M.	28th May
Steamship "GLENIFFER"	...	26th June
Steamship "GLENSHANE"	...	24th July
Motor Vessel "GLENOGLE"	...	7th August

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "QUARRINGTON COURT"	...	29th May
Steamship "GLENSHANE"	...	14th June
Motor Vessel "GLENOGLE"	...	22nd June

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF FRANCE	June 5	June 8	June 11	June 15	June 22
EMPERESS OF RUSSIA	June 10	June 13	June 16	June 19	June 27
EMPERESS OF ASIA	June 15	June 18	June 21	June 24	June 31
EMPERESS OF RUSSIA	June 20	June 23	June 26	June 29	July 6
EMPERESS OF ASIA	June 25	June 28	July 1	July 4	July 11
EMPERESS OF RUSSIA	June 30	July 3	July 6	July 9	July 16
EMPERESS OF ASIA	July 5	July 8	July 11	July 14	July 21
EMPERESS OF RUSSIA	July 10	July 13	July 16	July 19	July 26
EMPERESS OF ASIA	July 15	July 18	July 21	July 24	July 31
EMPERESS OF RUSSIA	July 20	July 23	July 26	July 29	Aug. 5
EMPERESS OF ASIA	July 25	July 28	July 31	Aug. 3	Aug. 10
EMPERESS OF RUSSIA	July 30	Aug. 2	Aug. 5	Aug. 8	Aug. 15
EMPERESS OF ASIA	Aug. 5	Aug. 8	Aug. 11	Aug. 14	Aug. 21
EMPERESS OF RUSSIA	Aug. 10	Aug. 13	Aug. 16	Aug. 19	Aug. 26
EMPERESS OF ASIA	Aug. 15	Aug. 18	Aug. 21	Aug. 24	Aug. 31
EMPERESS OF RUSSIA	Aug. 20	Aug. 23	Aug. 26	Aug. 29	Sept. 5
EMPERESS OF ASIA	Aug. 25	Aug. 28	Aug. 31	Sept. 3	Sept. 10
EMPERESS OF RUSSIA	Aug. 30	Sept. 2	Sept. 5	Sept. 8	Sept. 15
EMPERESS OF ASIA	Sept. 5	Sept. 8	Sept. 11	Sept. 14	Sept. 21
EMPERESS OF RUSSIA	Sept. 10	Sept. 13	Sept. 16	Sept. 19	Sept. 26
EMPERESS OF ASIA	Sept. 15	Sept. 18	Sept. 21	Sept. 24	Sept. 31
EMPERESS OF RUSSIA	Sept. 20	Sept. 23	Sept. 26	Sept. 29	Oct. 6
EMPERESS OF ASIA	Sept. 25	Sept. 28	Oct. 1	Oct. 4	Oct. 11
EMPERESS OF RUSSIA	Sept. 30	Oct. 3	Oct. 6	Oct. 9	Oct. 16
EMPERESS OF ASIA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 21
EMPERESS OF RUSSIA	Oct. 10	Oct. 13	Oct. 16	Oct. 19	Oct. 26
EMPERESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Oct. 31
EMPERESS OF RUSSIA	Oct. 20	Oct. 23	Oct. 26	Oct. 29	Nov. 5
EMPERESS OF ASIA	Oct. 25	Oct. 28	Oct. 31	Nov. 3	Nov. 10
EMPERESS OF RUSSIA	Oct. 30	Nov. 2	Nov. 5	Nov. 8	Nov. 15
EMPERESS OF ASIA	Nov. 5	Nov. 8	Nov. 11	Nov. 14	Nov. 21
EMPERESS OF RUSSIA	Nov. 10	Nov. 13	Nov. 16	Nov. 19	Nov. 26
EMPERESS OF ASIA	Nov. 15	Nov. 18	Nov. 21	Nov. 24	Nov. 31
EMPERESS OF RUSSIA	Nov. 20	Nov. 23	Nov. 26	Nov. 29	Dec. 6
EMPERESS OF ASIA	Nov. 25	Nov. 28	Dec. 1	Dec. 4	Dec. 11
EMPERESS OF RUSSIA	Nov. 30	Dec. 3	Dec. 6	Dec. 9	Dec. 16
EMPERESS OF ASIA	Dec. 5	Dec. 8	Dec. 11	Dec. 14	Dec. 21
EMPERESS OF RUSSIA	Dec. 10	Dec. 13	Dec. 16	Dec. 19	Dec. 26
EMPERESS OF ASIA	Dec. 15	Dec. 18	Dec. 21	Dec. 24	Dec. 31

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HONG KONG-MANILA SERVICE

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May 29	May 30	EMPERESS OF FRANCE	May 31
June 18	June 20	EMPERESS OF RUSSIA	June 21

CANADIAN PACIFIC EXPRESS

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Also, 2115, 2110, 2102, 2083, via SAN FRANCISCO.
225, 280-10 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Wednesday, 28th June

TENYO MARU ... Wednesday, 12th June

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU ... Monday, 17th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KATORI MARU (Callis Libon) ... Saturday, 1st June

ATSUTA MARU ... Saturday, 15th June

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU ... Wednesday, 22nd June

TANGO MARU ... Wednesday, 20th June

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU ... Tuesday, 28th May

SADO MARU ... Tuesday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 30th May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Friday, 7th June

NEW YORK via PANAMA.

ASUKA MARU ... Friday, 31st May

LIVERPOOL via Port Said, Genoa & Marseilles.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Thursday, 30th May

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU ... Thursday, 23rd May

HAKONE MARU ... Monday, 27th May

AWA MARU ... Friday, 31st May

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to:

NIPPON YUSEN KAISHA

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MAATSCHAPPY.

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THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 23rd May, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore-4125.In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.Agents:
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YONG BUREAU, CROSS ROAD.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 17,300 TONS;
THROUGH CARGO
31,000 TONS.During the 24 hours ended at 9
a.m. yesterday the returns to the
Harbour Office of cargo carried by
vessels arriving in Hong Kong were
as follows:—

	Cargo for H.K.	Through Ports.
British	—	—
Tyndarus	Tacoma 4,800	—
Medon	Liverpool 907	4,828
Kwangtung	Bangkok 1,800	—
Teau	Haiphong 1,230	170
Linan	Shanghai 440	870
	—	8,437—5,008

American
President
Jefferson
S. Francisco 1,702German
Betram
Rickmers 363Dutch
Tjikarang
Sourabaya 1,584Bintang
Sourabaya 1,630Swedish
Canton
Manila 668Danish
Siam
Copenhagen —Japanese
Ganges Maru
Japan 354Chinese
Chung Kong
Haiphong 115Wing Wo
K. C. Wan 250Tak Hing
Autau 3

Total 17,319 31,087

Arrivals and Departures.
The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	5	3
American	1	2
German	1	0
Dutch	2	0
Swedish	1	0
Danish	2	0
Japanese	3	3
Chinese	3	1
Italian	0	1
Total	16	12

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colon during the 24 hours ended
at 9 a.m. yesterday:—

	Arr.	Dep.
Kwangtung (Br.) Bangkok	30	—
Teau (Br.) Haiphong, Hoibow	30	—
Linan (Br.) Shanghai, Amoy	45	—
Pres. Jefferson (U.S.A.) San Francisco, Shanghai	293	—
Tjikarang (Dutch) Sourabaya, Batavia	700	—
Bintang (Danish) Bangkok	12	—
Hoibow	50	—
Tak Hing (Chinese) Autau	50	—
Total	1,158	—

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DAILY WATERFRONT NEWS.

MARINE COURT CASES.
HAWKING WITHOUT A
LICENSE.For hawking cooked food on
board the Siam without having
an appropriate license a Chinese
was fined \$10 or 10 days by the Hon.
Commr. G. F. Hole, R.N., at the
Marine Court yesterday.Dredging Without a Permit.
\$10 or 10 days each were the
penalties imposed on two masters
of fishing junks for using grap-
plings in an attempt to lift some
outcrops that fell over board.Anchoring in Forbidden Area.
The steersman of a junk was
summoned for anchoring within the
forbidden limits of the telegraph
Cable area off Tang Lung Tan.The officer prosecuting applied for
the withdrawal of the case. This
was allowed.

PASSENGERS.

Departures.

The following passengers left
Hong Kong yesterday by the S.A.
President McKinley for San Fran-
cisco and ports:—Mr. and Mrs.
Astrup, Mr. and Mrs. R. Gould,
Miss C. Gould, Mr. G. Grothman,
Mr. K. W. Fischer, Mr. Y. Misawa,
Master H. Misawa, Mr. W. T.
Bergen, Mr. H. E. Boyle, Mrs. T.
Bergen, Mrs. A. N. Brotherton, Dr.
B. Bonitt, Mr. and Mrs. Harry E.
Coleman, Mr. H. S. Coleman, Mr.
and Mrs. H. O. Fisher, Mr. and
Mrs. H. Jackson, Mr. Henry F.
Taylor, Mr. L. C. Bu, Mr. Y. K.
Luk, Mr. Y. K. Lin, Mr. and Mrs.
Au Bun, Mr. and Mrs. E. A. Little,
Mr. E. Vaughan Fowler, Mrs. R. C.
Plumer, Mr. J. E. Fors, Sir Shou-
son Chow, Mr. and Mrs. Leong
Mong Pei, Mr. N. Senech, Mr. H.
Y. Lai, Mr. Lee Kung Lum, Mrs.
Chi, Mr. Lai C. Tong, Mr. Chun
Wai Ting, Mr. Lee Chung, Mr.
Wong Yee Kwai, Mr. and Mrs. Ng
Ting Nok, Mrs. Hung, Mr. and
Mrs. Tung, Mr. and Mrs. Wong
Wang, Mr. and Mrs. Wong Shun,
Mr. and Mrs. J. M. Mutchison, Mr.
Wong Tin To, Miss Chan Lai Sin,
Mr. Lau Tak Yuo, Mrs. Tong Wun
Kung, Mrs. Wm. Meedy, Mr. and
Mrs. Ho Chung Ying, Mr. Lee Dunt,
Mr. Lam Kong, Mr. Wm. Chan, Mr.
K. Roosevelt, Mr. S. J. Johnston,
Capt. G. A. Quayle, Mr. O. R.
Lusey, Mrs. M. N. V. McArthur,
Mr. and Mrs. J. D. McLaren, Mrs.
K. W. Miller, Mr. V. G. Staten,
Master M. Misawa, Mrs. C. Misawa,
Miss N. Misawa, Miss D. Fisher,
Mrs. L. D. Hangis, Mrs. V. C.
Merron, Mrs. V. G. Manassa, Mr.
and Mrs. H. O. Malley, Mr. J. B.
O'Malley, Mrs. M. Bell, Mr.
Master J. Sinclair, Miss M. Bell,
Mr. and Mrs. J. J. Miedziania, Mr.
and Mrs. L. M. Wong, Mr. and
Mrs. Sang, Mr. and Mrs. J. Levy,
Mr. Kuo, Mr. A. K. Jensen, Mr.
L. Lac Kamp, Mr. and Mrs. K. H.
Fung, Mrs. Chow Siu Lau, Mr. and
Mrs. C. E. Larene, Mr. Y. W.
Fung, Mrs. Siu Nei Chan, Mr.
Leung Kin, Mrs. Lin, Mr. Pang
Shiu Ki, Mr. Wong Yiu Man, Mr.
Y. M. Lee, Mr. Ho Yee Sang, Mr.
and Mrs. Lee Lik Wing, Mr. Chan
Shew Wing, Mr. J. W. Norton, Miss
Lynne Lee Shew, Mr. Wong Tak
Man, Mr. K. T. Wong, Mr. A. J.
Bowren, Mr. Cheung Chung Wai,
Mr. T. C. Kam, Mr. F. G. Chate,
Mrs. Ho Lai Ching, Mr. Tam Wai
Chuen, Mr. and Mrs. Chui Tung
Nung, Miss Chui Yuk Ning, Mr.
Cheng Kam Sing, Mr. M. Newhall,
Mr. Chan Nin Fun, Mr. and Mrs.
Thornton, Mr. Thornton, and Mr.
N. C. Page.

ARRIVALS.

May 20.

Chung Kong, Chinese str., 447 tons,
Capt. Kwok Shau, from Hai-
phong, buoy No. C42—Yau Lee
& Co.Ganges Maru, Japanese str., 2,740
tons, Capt. Y. Okura, from
Moji, Kowloon Wharf—O.S.K.Gemma, Dutch str., 5,337 tons,
Capt. Koster, from Shanghai,
Stonecutters—J.C.J.L.Linan, British str., 1,300 tons, Capt.
W. J. Larter, from Amoy, buoy
No. B12—B. & S.Nehus, British str., 4,930 tons, Capt.
J. Davies, from Milke, buoy No.
A52—B. & S.President Jefferson, American str.,
4,443 tons, Capt. A. O. Luster,
from Shanghai, Kowloon Wharf.
—A.M.L.Tydus, British str., 4,780 tons, Capt.
J. P. Williams, from Birkenhead
and Singapore, Holt's Wharf.
—B. & S.Tyndarus, British str., 7,172 tons,
Capt. R. T. Hughes, from Kobe,
buoy No. A5—B. & S.Wing Wo, Chinese str., 503 tons,
Capt. I. D. de Lemos, from
Kwang Choo Wan, Saikong
Wharf—Chung Yick & Co.

May 21.

Angers, French str., 9,846 tons,
Capt. Pruneyre, from Mar-
seilles, Kowloon Wharf—M.M.Bertram Rickmers, German str.,
5,700 tons, Capt. Y. Prahm,
from Manila, No. 1 Pier Kow-
loon, Rickmers Linie.Bintang, Dutch str., 4,089 tons,
Capt. P. J. Bakker, from Lee
Angeles, Stonecutters—J.C.J.L.Canton, Swedish str., 4,501 tons,
Capt. S. W. Holberg, from
Manila, buoy No. A23—Gil-
man & Co.D'Aragnan, French str., 20,000
tons, Capt. Malaurina, from
Yokohama, Kowloon Wharf—
M.M. & Co.Kaga Maru, Japanese str., 5,680
tons, Capt. K. Ogawa, from
Japan, Nagasaki, Kowloon
Wharf—N.Y.K.Kwangtung, British str., 1,572 tons,
Capt. J. A. McCulloch, from
Hoibow, buoy No. B30—B. & S.Limchow, French str., 1,418 tons,
Capt. Morganti, from Canton,
buoy C14—Sing Kee & Co.Lyeemoon, British str., 1,738 tons,
Capt. Holmes, from Hoibow,
buoy No. A23—Lee Fat & Co.Prosper, Norwegian str., 1,377 tons,
Capt. D. Knutsen, from
Seigon, buoy No. C17—Fau
Yuen Hong.Tjikarang, Dutch str., 4,084 tons,
Capt. P. Hopman, from Bata-
via, buoy No. A3—J.C.J.L.Toyooka Maru, Japanese str., 4,388
tons, Capt. M. Tani, from
Shanghai, buoy No. A3—
N.Y.K.

CLEARANCES.

May 21.

Anking, for Shanghai.

Bertram Rickmers, for Shanghai.

Canton, for Shanghai.

D'Aragnan, for Seigon.

Fao Lee, for Tinigso.

Ganges Maru, for Singapore.

Huayang, for Swatow.

Havdro, for Bangkok.

Hopang, for Swatow.

Kaga Maru, for Manila.

Limchow, for Hoibow.

Medon, for Shanghai.

Nanning, for Manila.

Pres. Jefferson, for Manila.

Proteus, for Singapore.

Shantung, for Amoy.

Siam, for Shanghai.

Sungshan Maru, for Swatow.

Sunkong, for K. C. Wan.

Tjikarang, for Amoy.

Tjikong, for nilla.

Toyooka N, for Singapore.

Tydus, for anghai.

Vogtland, for Manila.

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Apcar and
Eastern & Australian
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MAIL AND PASSENGER STEAMERS
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Steamship	Tons.	Hongkong (about)	Destination
"MOBEA"	10,983	25th May, Noon	Bombay, Marseilles and London
"LAHORE"	5,232	1st June	Mars. L. don, A.werp, B. den H. bog
"DELTA"	8,097	8th June	Marseilles, London and Hull
"JEYPORE"	5,218	15th June	Mars. L. don, A.werp, B. den H. bog
"RAJPUTANA"	15,468	22nd June	Bombay, Marseilles & L. don
"PERM"	7,848	29th June	Mars. L. don, A.werp, B. den H. bog
"KASHGAR"	9,005	6th July	Marseilles, London and Hull
"MIRZAPORE"	6,715	13th July	Straits, Colombo & Bombay
"ALIPORE"	5,273	19th July	Straits, Colombo & Bombay
"KHIVA"	9,185	26th July	Bombay, Marseilles and London
"KIDDERPORE"	5,334	2nd Aug.	Straits, Colombo & Bombay
"KEYBER"	9,114	9th Aug.	Marseilles, London and Hull
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London
"KASHMIR"	8,885	31st Aug.	Marseilles, London and Hull
"MOREA"	10,983	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,946	28th Sept.	Bombay, Marseilles and London
"MIRZAPORE"	6,715	6th Oct.	Bombay, Marseilles and London
"ALIPORE"	5,273	9th Oct.	Straits, Colombo & Bombay
"KARMALA"	9,128	12th Oct.	Marseilles and London
"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo & Bombay
"KALIAN"	9,144	30th Oct.	Marseilles and London
"MACEDONIA"	11,180	6th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Marseilles and London.
"RAJALPINDI"	16,219	7th Dec.	do.
"MALWA"	10,980	21st Dec.	do.
* Cargo only.			

